

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE,

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 509.—Vol. XV.]

LONDON: SATURDAY, MAY 24, 1845.

[PRICE 6D.]

Freehold Copper Rolling Mills, Hammer Mills, Furnaces, Refinery, Foundry, and Factory, with very valuable water-power, with a fall of above 5 feet 8 inches, on the River Wandie, in Garratt-lane, Wandsworth, Surrey, fully equal to between 70 and 80-horse power, all well enclosed, with a Manager's Dwelling-house, good garden, numerous Workmen's Cottages, with Gardens, and several valuable parcels of Meadow Land, containing altogether nearly twenty acres, most eligible situate, within one mile and a half of Wandsworth, in the county of Surrey, and about seven miles from London.

MESSESS. DRIVER have received instructions to **OFFER TO PUBLIC COMPETITION**, at the Mart, on Tuesday, the 27th of May, at Twelve o'clock, the above most valuable and desirable **FREEHOLD PREMISES**, exonerated from land tax, which are now, and have for nearly a century and a half, been worked by the Governor and Company of Copper Miners in England. The premises comprise a convenient small dwelling-house for a manager, with a most excellent garden; a building, about 98 feet by 70 feet, called the Rolling Mill, and a very capital iron water wheel, 18 feet diameter by 14 feet in width; a hammer mill, about 70 feet long, with two other water-wheels, one 15 feet and the other 12 feet diameter; a new building called the Refinery and Foundry, about 85 feet by 45 feet, with three furnaces, stabling, cundry workshops, and a counting-house; an Artesian Well, 165 feet deep, with 5-inch copper pipes; twelve workmen's cottages, and sundry parcels of most desirable and valuable meadow land, containing altogether about twenty acres. The purchaser may, or may not (as he pleases), take the machinery at a valuation; and, in the event of his not taking it, the vendor's reserve to themselves the power of selling the same, by auction, or otherwise, as the premises, as per inventory thereof, to be produced on the day of sale.

To be viewed on application to Mr. Bashford, residing on the premises, of whom printed specifications, with plans annexed, may be had. Specifications and plans may also be had at the Spread Eagle, Wandsworth; at the offices of the company, Old Broad-street; of Messrs. Roy, Blunt, and Co., solicitors, Louthbury; at the Auction Mart, near the Bank; and of Messrs. Driver, surveyors and land agents, 8, Richmond-terrace, Parliament-street, London.

VALUABLE SPACIOUS FREEHOLD WORKS OF THE BRITISH WHITE LEAD COMPANY, AT BIRMINGHAM HEATH.—TO BE SOLD, BY AUCTION, BY MR. GIMBLETT, on Tuesday, the 10th day of June next, at the Union Inn, Union-street, Birmingham, at Four o'clock in the afternoon, subject to conditions then to be produced, all those substantial FREEHOLD WORKS, situated at Birmingham Heath, about a mile and a half from the centre of the town of Birmingham, consisting of spacious and lofty rooms or chambers, used as carbonating, washing, and drying-rooms; also store-rooms, laboratory, chimney stack, &c.; together with the excellent offices and manager's dwelling-house attached; also a smithy, stables, and extensive yard—the whole enclosed by a wall. There is also a frontage to the Old Birmingham Canal. The PLANT altogether occupies about 14 acres of land.

In the erection of the above buildings no expense has been spared, which are of superior construction; well arranged, and in complete repair, and capable of being used for any trade where extensive, lofty, and substantial premises are required. The opportunity now presented to the manufacturer and the capitalist is rarely to be met with.

There is in the works a **STEAM ENGINE**, of 30-horse power, and extra boilers, together with other **MACHINERY**, &c., lately used in the making of white lead, all of which are in perfect preservation, and will be offered, in the first instance, with the works, but in case they shall not be so sold, the works will then be offered without the machinery, &c.—For further particulars apply to Mr. John Howard Baker, solicitor, 12, Waterloo-street; or to the auctioneer, 34, Cherry-street, both of Birmingham.

MONMOUTHSHIRE.
LAND AND CAPITALISTS.—TO BE SOLD, BY AUCTION, BY MR. JOHN WILLIAMS, at the Clarence Inn, in Pontypool, on Thursday, the 13th day of June, 1845, at Two o'clock in the afternoon (subject to such conditions of sale as shall then be produced), all that valuable ESTATE, called by the name of "PEN Y TRANCE," situated in the parish of Trevelin, in the county of Monmouth, and containing by admeasurement 36 acres and 1 rood, chiefly arable and pasture land, with some coppice; together with a good farm-house and buildings, and two cottages thereon, producing the sum of £36. This estate abounds in minerals, being a coal and iron mine, and can be let to the tenant, from the result of the workings in neighbouring properties, that the following veins will be found therein—viz., the Sops Vein, Black Pin Mine, New Vein Coal, Droydeg Vein Coal, Red Vein Coal, Yard Vein Coal, Meadow Vein Coal, Stone Vein Coal, Yard Vein Coal, Meadow Vein Coal, Spotted Pin Mine, and the Bottom Vein Mine.

The property offers peculiar advantages, inasmuch as the veins may be worked either from the Cwm Nant ddu or from the Cwm Glyn Valley, and can be brought to market at a cheap rate, the estate being distant only about 600 yards from the Cwm Nant ddu tramroad, which joins the canal at Pontnewydd mill, and also within easy distance of the tramroad, leading from the bottom of Black y Cwm incline plane. The estate is copyhold of the Manor of Wentland and Bryngwyn.

For further particulars apply to Mr. William James, mineral surveyor, Trosnant, Pontypool; or to the auctioneer; or to Messrs. Prothero and Towgood, solicitors, Newport.

STAFFORDSHIRE.
COAL AND IRONSTONE MINES AND FURNACES.—TO BE SOLD, BY AUCTION, BY MR. R. CORBETT, on Friday, the 13th day of June next, at Three o'clock in the afternoon, at the Swan Hotel, Wolverhampton, in the county of Stafford, in lots, and subject to certain conditions then and there to be produced, THE DARLSTON GREEN ESTATE.

All that valuable **FREEHOLD ESTATE AND COLLIERIES**, situated at Darlston-green, in the county of Stafford, adjoining to the Birmingham Canal and the Grand Junction Railway, containing about sixty acres; together with the MINES and MINERALS thereunder; and the **ENGINEERS' FIRMS** and **MACHINERY** erected for working the same.

A shaft has just been sunk to prove the Ironstone Mines—the several measures of which are of the richest quality, particularly the blue flint and diamonds, which are proved to exist in abundance. Samples thereof are stacked on the pit bank for inspection, and any person wishing to examine the mines may do so on application to Messrs. Cope and Son, mine agents, West Bromwich.

And also all those **CEMENT WORKS, ENGINES, SHAFTS, BUILDINGS, and QUARRY** thereto adjoining, situated at Darlston, in the occupation of Mr. John Watts.

TOLL END, TIPTON.
All those **THREE FURNACES** for the smelting of iron, advantageously situated at Toll End, in the parish of Tipton, in the county of Stafford aforesaid, on the bank of the Birmingham Canal, one of which is fitted up with hot-air apparatus, with a winding-engine and inclined plane to supply the same, bridge-house, spacious coke and mine hearths, with branches from the canal, clerks' offices, and other conveniences for carrying on an extensive trade.

And also all those very spacious **FOUNDRIES**, adjoining the above, with the cupolas, air furnaces, pattern shop, blacksmith's shop, several very powerful cranes, large yard, stabling, and other appurtenances and privileges thereto belonging—the whole of which is enclosed with brick walls. The foundries will be sold subject to an agreement for a lease for seven years from Christmas last to very responsible tenants, at the yearly rent of £300.—And also all that **MESSUAGE OR DWELLING-HOUSE**, called THE HALL, with the coach-house, stables, and out-offices thereto belonging, and the garden and croft adjoining, enclosed by a wall.

And also all that **FARM HOUSE**, clerk's house, and fourteen several closes of freehold land, containing about 49 acres, situated at Great Bridge, in the parish of West Bromwich, called the BRICKHOUSE ESTATE, under which there are very valuable mines of coal and ironstone. Several shafts are now sunk, at which steam-engines and the necessary machinery are provided for getting the mines. The Birmingham Canal goes through the estate, and great part of the land is very eligible for building purposes.

Lithographic plans, descriptive of the lots, are being prepared, and will be shortly ready for distribution; in the mean time further particulars may be obtained on application to Mr. Rawlin, solicitor; Messrs. Tyndall and Son, solicitors; and Mr. Lawrence, at the Birmingham Coal Company's Offices, all of Birmingham; or to the auctioneer, Bilston.

BOG MINES, NEAR SHREWSBURY.—TO BE SOLD, BY AUCTION, in the month of JULY next (if not previously disposed of by private contract) all the ENGINES, MACHINERY, MINING MATERIALS, and OTHER STORES, belonging to the Bog Mining Company, consisting of—

AT THE BOG MINE.
ONE 70-inch cylinder PUMPING-ENGINE, 10-horse power in the cylinder and 9-ft. stroke in the shaft, with three boilers; 3 balance-bobs, 4 12-inch plungers, poles, stuffing-boxes, and glands; 15-pieces, clack-door-pieces, and windbores; 3 154-inch pump-barrels, 11-ft. long each; 170 fathoms of iron pumps, from 15 to 17 inches diameter; 220 fathoms of main rod, from 9 to 14 inches square; strapping plates and pins; 300 fathoms of 11-inch rods; 3 capstans and shears, 300 fathoms of 18-inch capstan rope, 250 fathoms of 11-inch ditto, horse water lift, of 6-inch working-barrel, 25 fathoms of 7-inch pumps, 8-inch plunger-pole, stuffing-box and gland, H and clack-door-pieces.

ONE 18-inch cylinder WINDING-ENGINE, 4-horse power, with one boiler, winding apparatus complete; 500 fathoms of wire rope, stands, pulleys, kibbles, &c.

AT PENNERLEY MINE.
TWO 20-inch cylinder ENGINES, 4-horse power, for pumping and winding, with two boilers to each; balance-bobs and rods, 3 plungers, poles, stuffing-boxes, and glands, from 4 to 6 inches diameter; H and clack-door-pieces and windbores; 130 fathoms of pumps, 6 to 8 inches diameter; 44-inch plunger-pole, stuffing-box, and gland; H and clack-door-pieces and windbores; 45 fathoms of 4-inch pumps, 300 fathoms of wooden rods, 5 to 6 inches square; strapping plates and pins, 90 fathoms of 9-inch capstan rope, winding apparatus complete, 300 fathoms of wire rope, pithead, pulleys, kibbles, &c.

SUNDRY MATERIALS.
ONE IRON WATER WHEEL, 14-feet diameter and 3-feet in the breast; 9 whistles, quantity of round chain, timber, oak, and deal timber, large quantity of wrought-iron rails, 2½ inch by 1 inch, with cast saddles; 1 17-inch plunger-pole, windbores, pumps, from 4 to 15 inches diameter, air-pipes, turntables, winches, ladders, kibbles, boards, flange pins, iron, of various sizes, a large quantity of wrought and cast scrap iron, smiths' hammers, vises, anvils, and tools, miners' tools and shovels, powder, miners' chests, and a great variety of other articles, too numerous for an advertisement.

May be seen on application to Frank Walker, Esq., or Mr. C. Morcom, engineer, on the premises.—Notice will be given of the day of sale.

A COLLIERY, producing a PROFIT of upwards of TWENTY PER CENT., and which, with a very moderate outlay, will yield 50 per cent. on the cost. FOR SALE.—Particulars may be had on application to Messrs. Reed and Robinson, 9, Adam-street, Adelphi.

MINE SHARES.—TO BE SOLD, BY PUBLIC AUCTION, by GEORGE CARNE, at the Mart, Bedford-street, Plymouth, on Thursday, the 29th of May inst., at Six o'clock in the evening, precisely, **SHARES IN VALUABLE MINES**, principally situate in the WHEAL MARIA and CARADON DISTRICTS:—

1-256ths West Caradon	4-138ths Creber Mine
1-256ths Gonomena	5-256ths Green Valley
2-93ds Wheal Anderton	5-256ths Wheal Norris
1-256ths Wheal Robins	2-256ths North Wheal Robert
6-256ths Wheal Concord	1-256ths Vittiford
2-256ths West Wheal Maria	4-256ths Wheal Susan
2-128ths New East Crowndale	5-256ths West Wheal Concord
2-256ths Caradon Wheal Hooper	2-4000ths Bedford United
2-256ths Wheal Newton	5-1000ths Harrowbarrow Consols
2-128ths East Bassett	10-1000ths East Tincroft
10-256ths Wheal Mexico	10-256ths West Holmbush
1-128th Trewavas	10-256ths North Wheal Bedford
5-256ths West Shepherd	4-256ths West Caradon Consols
5-256ths South St. George	1-256th Wheal Victoria

George Carne respectfully calls the attention of capitalists to the above list of valuable shares, which he has received instructions peremptorily to sell, by public auction. Catalogues and particulars will be ready for delivery two days before the sale.

The Auction Mart, May 22, 1845.

IMPORTANT SALE OF MINING SHARES.
Paying large Dividends, and presenting very eligible investments for capital.

M. R. C. WARTON begs to announce, that he is directed by the executrix of the late Henry Gilbard, Esq., to **SELL, BY AUCTION**, at the Auction Mart, London, on Tuesday, the 10th of June, at Twelve o'clock, **SHARES IN THE FOLLOWING IMPORTANT BRITISH MINES**—viz., East Wheal Croft, Wheal Providence, Le-moore, Foxey Mines, Dolcoath, the Providence Mines, North Roadster, Hallenbough, Brever, Wheal Henry, Wheal St. Cleer, Wheal Robins, Wheal Norris, Rose Consols, Pool, Stray Park, &c.

Particulars are preparing, and may be had in due time, at the Auction Mart; at the Golden Lion Hotel, Liverpool; Pearce's Hotels, Truro and Penzance; and of Mr. C. Warton, auctioneer and estate agent, 38, Threadneedle-street.

BLACK JACK WANTED.—PARTIES having **BLACK** to dispose of, may want of PURCHASE, by applying to Mr. S. S. Dupre, of Hayle, who is ready to treat for any quantity, if good.

N.B.—No connection with any other parties now purchasing in the county.—The Black must be clean, good quality, and sold by sample.

IMPORTANT TO MINERALOGISTS.—TO BE SOLD, BY

TENDER, several SPECIMENS OF PURE MURIATE OF SILVER, considered to be the finest ever seen in England, lately discovered in Wheal Mexico, near Callington, in the county of Cornwall.—For particulars apply to Mr. W. May, Newport, near Launceston.

TO BE SOLD, AND DELIVERED AT NEWPORT, PORTH

CRAWL, or SWANSEA, a large quantity of the **HIGHEST BLACK HEMATITE**

IRON ORE, capable of making bars for the best steel, or plates, Chain Cables, &c. It is of a bluish color, and it will smelt by itself, or in the highest value to mix with poorer ores.—Further particulars and price to be had of Mr. S. Woolcott, Sandhill, Taunton, Somerset.—May 10, 1845.

VALUABLE COAL AND IRONSTONE PROPERTY

FOR SALE, in the VALE OF NEATH, in the county of Glamorgan.—TO BE SOLD, BY PRIVATE CONTRACT, all those **VALUABLE SEAMS, OR VEINS, OF IRONSTONE AND BITUMINOUS COAL**, situate in the Vale of Neath, and known by the general description of the **BLAENWYRACH COLLIERY**, held under leases for the residue of three terms, of 99, 96, and 99 years, from the 25th March, 1821. The possessor of the lease is entitled to be supplied with anthracite or stone coal, for the use of any iron furnaces to be erected on the premises demised, at the cost of s. 4d. per ton delivered.

The property is contiguous to the Neath Canal, which affords an easy and cheap means of transit to the port, and which is distant from the property about nine miles. The sleeping rent and royalties are low, and altogether the property, from peculiar circumstances attached to its locality, affords an almost unrivalled site for the erection of iron-works on an extensive scale. The proposed South Wales Railway is intended to pass within a few miles of the property.—For further particulars apply to Messrs. Tison and Squibb, solicitors, Coleman-street, London.

AYRSHIRE.—EXTENSIVE MINERAL FIELD TO BE

LET.—TO BE LET, for such number of years as may be agreed on, the SEAMS OF **BLACK-BAND, CLAY IRONSTONE, COAL, and LIME**, on the ESTATE OF ROW-ALLAN, in the parish of Fenwick. These minerals have all been proved. The seams of black-band are from 18 to 20 inches in thickness, and have been analysed, and found to contain from 32 to 35 per cent. of iron; one seam of inferior quality is nearly five feet thick, but, from the cheapness of mining, it may be valuable. Attached to the black-band seams are from 6 to 12 inches of coal—quite sufficient for calcining the coal.

There is also on the property excellent fire-clay, of workable thickness, from which fire-brick can be made on the ground.

From Rowallan to the Kilmarlock stations of the Glasgow Railway and Troon Railway the distance is between three and four miles, and to which a branch railway could be formed; but, as it is more than probable that a railway will very soon pass through Rowallan, this may not be considered necessary.

Specimens of the ironstone, borings of the coal, and plans of the lands, and every necessary information, will be furnished on application to Mr. Davidson, Moored, near Fenwick; Messrs. Bald and Geddes, mining engineers, Edinburgh; and Messrs. Hunter, Blair, and Cowan, W.S., Edinburgh—to either of whom offers of lease may be addressed. Edinburgh, April, 1845.

AYRSHIRE.—EXTENSIVE MINERAL FIELD TO BE

LET.—TO BE LET, for such number of years as may be agreed on, the SEAMS OF **COAL, FIRE-CLAY, CLAY-BAND, IRONSTONE, and LIMESTONE**, on the ESTATE OF LOUDOUN, near Kilmarlock. A series of borings have been completed, from which it appears that the coals are a continuation of the seams of Galden and Grugar; they are five in number, and measure 21 feet 9 inches thick, at a depth of from 50 to 57 fathoms; besides these seams, which are called the Loudoun coals, which underlie the limestone, are considerably deeper in the section. These comprise two seams of coal, one 34 feet thick, of good quality, and one of 3 ft. thick. A working of these two coals was, many years ago, carried on by aid of machinery, but the seams stated in the borings have not yet been opened up, and they appear to extend over a great extent of land. Some of the coals are overlaid by ironstone bands, and there are sundry thinned coals, accompanied by fire-clay, together presenting a working height of from 3 feet to 2 feet 10 inches.

Along Polbath Burn are exhibited numerous bands of clay ironstone, of the finest quality—much of which could be worked open cast; and adjoining these there is limestone, which can be worked at various parts of the estate; also open cast. There is good reason to believe that, on a careful search, black-band ironstone, similar to what has been lately found on the estate of Rowallan, in this neighbourhood, will also be found in Loudoun. The black-band ironstone and other minerals on Rowallan estate (at present advertised to let), could be carried, in a calcined state, to blast-furnaces at Loudoun, where coal, well fitted for smelting iron, is abundant.

The estate of Loudoun is close to the village of Galden, and about six miles from Kilmarlock, where the Glasgow Railway and Troon Railway afford direct access to good harbours at Troon and Ardrossan, having an established shipping trade. The other railways are also projected to the district, one in connection with the Glasgow and Kilmarlock Junction Railway, will pass near to Rowallan, and the other a branch from the Caledonian Railway, by Muirkirk to Kilmarlock. As an arrangement may be made for letting the minerals in Rowallan and Loudoun together, they are now brought under the notice of coal and ironmasters, with a view of granting a lease of the whole, or such part thereof as may be agreed on.

Specimens of the ironstone and borings of the coals, with plans of the lands, and every necessary information, will be furnished by Captain Patrick, at Loudoun Cottage, by Kilmarlock; Messrs. Bald and Geddes, mining engineers, Edinburgh; Messrs. Hunter, Blair, and Cowan, W.S., Edinburgh—to either of whom offers of lease may be addressed. Edinburgh, April, 1845.

TENDERS may be FORWARDED to me, on or before the

15th proximo, for SUPPLYING the following MINES, for TWELVE MONTHS, from

MIDSUMMER next, with ENGINE COALS, of best quality, and with NORWAY

TIMBER, half Dressed and half Longwood, of good quality and average lengths; both articles to be delivered at the respective mines free of expense, in such quantities as may be required, and when required—viz.:

Mines.	Coal required.	Timber Quantity.
West Caradon	..... Tons 1900	..... Loads 350
Gonomena	..... 200	..... 100
Tokenbury	..... 200	..... 100
Cradock Moor	..... 200	..... 100
Wheal Sisters	..... 200	..... 100
Yeoland Consols	..... 20	..... 10

Total Tons 2370 Loads 710

Should the agents not approve of the quality of any articles sent in, the parties supplying will be required to remove the same, and, at the option of the respective adventurers, either to replace them by other materials of approved quality, or to submit to a deduction from their bills of the amount of difference between the contract prices and those at which the articles may be purchased by the adventurers from other parties; also, the amount of the like difference will be deducted from the contractors' bills in respect of all materials purchased elsewhere by the adventurers, in consequence of the contractors not sending in the materials when and as required.

EDWD. A. CROUCH.

Lakeard, 15th of Fifth Month (May), 1845.

NOTICE TO INVENTORS.—OFFICE FOR PATENTS

OF INVENTIONS AND REGISTRATIONS OF DESIGNS, 14, LINCOLN'S

INN-FIELDS.—The printed INSTRUCTIONS gratis, and every information upon the subject of PROTECTION for INVENTIONS, either by Letters Patent or the Designs Act, may be had by applying personally, or by letter, pre-paid, to Mr. Alexander Prince, of the office, 14, Lincoln's Inn-Fields.

STEAM-ENGINE WANTED, BY TENDER.—WANTED

IMMEDIATELY, on **WHEAL CONCORD MINE**, in the parish of South Sydenham, in the county of Devon, a **STEAM ENGINE**, on the most approved principle of a 36-inch cylinder. Engineers and other persons desirous of supplying the said engine, and erecting the same, are requested to send their tenders (free of expense) to Mr. G. W. Snell, solicitor, Callington, on or before the 8th day of June next, stating the lowest price, including all expenses and engineer's fees, with the terms of payment, of providing, erecting, and fixing such an engine, with boiler complete, on the said mine, and within the time the same would be done.—Dated May 19, 1845.

STEAM-ENGINES, from 8 to 16-horse power, ALWAYS in

STOCK.—Apply to Mr. Capper, engineer and ironfounder, Birmingham.

Price..... £12 per horse.

N.B.—CASTINGS AND PIT WORK MADE TO ORDER.

REETH CONSOLIDATED MINING COMPANY.—

SIXTH ANNUAL MEETING.—Notice is hereby given, that the **SIXTH ANNUAL GENERAL MEETING** of the proprietors of shares in the Reeth Consolidated Mining Company will be **Held** at the office of the said company, 26, Albion-street, in Leeds, in the county of York, on Tuesday, the 10th day of June next, at Twelve o'clock at noon. No business is intended to be then transacted, but the meeting will be adjourned to Monday, the 14th day of July next, at Twelve o'clock at noon, at the company's office aforesaid. By order of the directors, JOHN BLACKBURN, Secy.

Company's Office, 26, Albion-street, Leeds, May 22, 1845.

NISTER-DALE IRON COMPANY.—The directors have to

announce, that the **SHARES** in this company were this day **ALLOTTED**, and they regret that, owing to the number of applications, they have been under the necessity of refusing so many.—10, Old Jewry Chambers, May 22, 1845.

BANK OF AUSTRALASIA.—Incorporated by Royal Charter,

1835.—London Office, No. 2, Moorgate-street, May 10, 1845.—The court of directors of the Bank of Australasia hereby give Notice, that the **ELEVENTH ANNUAL GENERAL MEETING** of the proprietors will be **Held** at their office as above, on Monday, the 9th day of June next, at One o'clock precisely, for the purpose of receiving the Annual Report, and electing three directors, in the room of those who go out by rotation—viz., Charles Barry Baldwin, Esq., M.P., Edward Barnard, Esq., and Bazett David Colvin, Esq., who, being eligible for re-election, have been proposed accordingly.

By order of the court, WILLIAM MILLIKEN, Secy.

LEEDS, DEWSBURY, AND MANCHESTER RAILWAY.

MORLEY TUNNEL CONTRACT.—The directors of the Leeds, Dewsbury, and Manchester Junction Railway will **RECEIVE TENDERS** as under for executing the works on that part of the railway extending from the Leeds and Elland turnpike-road, near to Churwell, to a point between Howley Lower Mill and Batley, being a distance of about 4½ miles. The principal work on this division of the railway is the Summit Tunnel, near Morley, which is upwards of 3000 yards in length. The remainder of the section comprises the usual works of excavation, embankment, masonry, ballasting, laying rails, &c. The working drawings and specifications, will be ready for inspection of contractors at the railway company's office, No. 6, Butte-court, Leeds, from Monday, the 9th, to Saturday, the 21st of June. Tenders to be sent in sealed or printed forms (which will be furnished at the office), addressed to the chairman of the board of directors, on or before Thursday, the 26th of June. The directors will meet at Leeds on Friday, the 27th of June, at Twelve o'clock, when parties tendering, or their authorised agents, are to be in attendance. The directors will not consider themselves bound to accept the lowest offer.

Leeds, May 8, 1845.

LONDON AND BLACKWALL RAILWAY COMPANY.

At a Special General Meeting of the above company, held at the London Tavern, Bishopsgate-street, on Tuesday, the 20th May, 1845:

JAMES NUGENT DANIELL, Esq., in the chair.

The following **RESOLUTIONS** were unanimously agreed to:—

"That the report now read be received, and that such portion thereof as relates to the conversion of debentures into capital be adopted, and that this meeting do order that the directors be, and they are hereby authorised, to convert £160,000 of the money now borrowed on the security of debentures into capital, by the creation of new shares, in the manner and upon the conditions recommended by the directors in their report."

"That the directors be authorised to take, or continue, such measures as may be necessary, or be considered by them advisable, for the purpose of obtaining an Act in the present or next session of Parliament, authorising the formation of the proposed branch to Epping."

"That the thanks of this meeting be given to the board of directors for their zealous attention to the interests of the company."

THE ELECTRIC TELEGRAPH.—COOKE AND

WHEATSTONE PATENTERS.

The **ELECTRIC TELEGRAPH** has been adopted on the following LINES:—

By ORDER OF THE LORDS OF THE ADMIRALTY, on the South-Western Railway, as a GOVERNMENT TELEGRAPH from the ADMIRALTY, Whitehall, to PORTSMOUTH, above NINETY MILES.

On the same line, as a Commercial Telegraph from Nine Elms to the Port of Southampton, 77 miles; with a branch to Gosport, 15 miles.

On the London and Blackwall Railway.

Great Western Railway, from London to Slough, 18 miles—the Windsor Telegraph.

Yarmouth and Norwich Railway, a "Single Way," 20 miles.

London and Dover Railway, from Tunbridge to Maidstone, a "Single Way," 16 miles.

Part of the Oldham Branch Railway.

Part of the Leeds and Manchester Railway.

Part of the Edinburgh and Glasgow Railway.

The Dalkey (atmospheric) Branch of the Dublin and Kingstown Railway.

London and Birmingham Railway—viz., from Northampton to Peterborough—a "Single Line," 47 miles.

In addition to the above, the Telegraph is about to be laid down on several "single lines" in different parts of England, Scotland, and Ireland.

Mr. Cooke is prepared to grant licences for the use or erection of the Telegraph for entire districts of country, where the boundary can be accurately defined.

Mr. Cooke will also undertake to erect a Telegraph in any part of the United Kingdom for a fixed amount.

For further particulars apply to W. Fothergill Cooke, Esq., Kildbrooke, Blackheath; or to Robert Wilson, Esq., solicitor, 1, Copthall-buildings, London.

THE PROJECTED RAILWAYS.—ANALYSIS OF THE

PATENT METALLIC SAND, or ENGLISH POZZOLANA, used in the foundations of the New Houses of Parliament, the great tunnels on the Birmingham Railway, seawall on the Great Western Railway, in Devonshire, and other important works, referred to more particularly in the prospectus:—

Silica	..... 49	Magnesia	..... 2
Oxide of iron	..... 32	Zinc	..... 1
Alumina	..... 6	Arsenic and carbonate of copper	..... 2
Lime	..... 6		

Used as an external Stucco, the Metallic Sand Cement is cheaper than Roman Cement—unaffected by frost or wet—in appearance resembles the best Portland cement—requires neither colour nor paint—and is entirely free from vegetative cracks and blisters, to which Roman Cement is liable.

Or supplied in London, free on board 6d. per bushel; 1s. per bushel.

Further particulars, on application to Mr. C. K. Dyer, 4, New Broad-street, London; or at the Metallic Sand Wharf, opposite Pratt-street, King's-road, Camden New Town.

SUSPENSION BRIDGES.—ANDREW SMITH'S PATENT

GALVANISED WIRE ROPE AND CHAIN SUSPENSION, or PARABOLIC TENSION, BRIDGES, are so constructed that the lateral oscillation and vibration (so destructive on the ordinary suspension principle) are entirely prevented by this improvement.

For deep ravines or cuttings, the Parabolic Tension Bridge costs much less than those on the suspension principle—piers, &c., being entirely dispensed with.

Drawings and models may be seen, and all necessary information had, on application at the offices, White Lion-court, Cornhill; 69, Princess-street, Leicester-square; or at the works, Millwall, Poplar.

THE PATENT GALVANISED IRON COMPANY beg leave

to announce to the public, that they are prepared to **SUPPLY ROOFING**

BY HER MAJESTY'S ROYAL LETTERS PATENT.
SMART'S ELLIPTICAL CONVEX METALLIC FLOATS,
 FOR STEAM-SHIPS, as applied to the Bristol and Dublin steamer *SHAMROCK*,
 and to the *SWIFT*, Newport and Bristol; and also to the *OSPREY*, running
 between Bristol and Waterford. The patentees have now the satisfaction to announce, that
 in addition to the ships already named, he has granted a LICENSE to the Bristol General
 Steam Navigation Company to USE his PATENT FLOAT in all their steam-ships,
 comprising the Dublin, Cork, Waterford, and the various channel port steamers, varying in
 power from forty horses to two hundred each.

The numerous ADVANTAGES attending this valuable invention may be seen below:
 1. The appearance of these floats is light and elegant.
 2. Their durability and stability are indisputable, as may be instanced by the *Shamrock*
 steamer, which has been fitted with them for nearly twelve months, and has since steamed
 twenty-five thousand miles. The floats are now as firm and good as they were the first day.
 3. Vibration is reduced so as to be scarcely perceptible; thus, the engines are eased,
 and both they and the ship suffer less wear and tear; and, from their peculiar form, they
 are strikingly advantageous in cases of strong head wind and heavy sea. Backwater and
 undulation is also reduced to its smallest quantity, and thereby lessening the chance of
 accident to small boats, barges, &c., which has hitherto been consequent on the operation
 of the common paddle-boat, particularly in crowded rivers.
 4. They more readily break the progress of a ship in chances of a collision, the concave
 side taking the water when this operation is performed. This is of great importance in
 preventing collisions, or backing of a shore.
 5. They are very simple, and are easily applied to any paddle-wheel, at nearly the
 same cost as the common float, and THEY INCREASE THE SPEED MORE THAN
 ONE KNOT PER HOUR.

For license to use them (for which the charge is 10s. per horse-power), apply to the
 patentees, Mr. ROBERT SMART, 5, Grenville-place, Hotwells, Bristol, who will personally
 attend the fitting, if required, his travelling expenses being paid.

AGENTS.

Messrs. George Lunell and Co., engineers and shipbuilders, Bristol.
 W. J. Le Feuvre, Esq., Southampton.
 J. N. Smart, Esq., Swansea.
 Thomas Mowatt, Esq., engineer, Leith, near Edinburgh.
 Scott, Sinclair, and Co., Greenock.
 W. H. Hutchinson, Esq., Hull.
 J. R. Pim, Esq., Dublin and Liverpool.
 Jukes, Conison, and Co., 12, Clement's-lane, London.
 * * Testimonials of the highest order, on application to the patentee or his agents.
 Bristol, December, 1844.

ARGUS LIFE ASSURANCE COMPANY.

39, THROGMORTON-STREET, BANK.
 Empowered by Special Act of Parliament, 5, and 6 William IV., cap. 76.
 THOMAS FARNCOMB, Esq., Alderman, Chairman.
 WILLIAM LEAF, Esq., Deputy-Chairman.
 Consulting Actuary—Professor Hall, M.A., of King's College.

LOW RATES OF PREMIUMS.
 In addition to the subscribed capital of £300,000, the assured have the security of the
 company's income of £60,000 per annum, yearly increasing, and an accumulating assu-
 rance fund, invested in Government and other available securities, of considerably larger
 amount than the estimated liabilities of the company.

Age.	For One Year.	For Seven Years.	Whole Term.
20	£0 17 8	£0 19 1	£1 11 10
30	1 8	1 7	2 0 7
40	1 5 0	1 6 9	2 14 10
50	1 14 1	1 19 10	4 0 11
60	3 2 4	3 17 0	6 0 10

One third of the Whole Term premium may remain unpaid at 5 per cent. comp. int.,
 as a debt upon the policy for life, or may be paid off at any time without notice.
 The medical officers attend daily at a quarter before 2 o'clock.

EDWARD BATES, Resident Director.

A liberal commission to solicitors and agents.

EUROPEAN LIFE INSURANCE AND ANNUITY COMPANY.

Instituted Jan., 1819.—Empowered by Special Act of Parliament, 7 and 8 Vic., cap. 48.
 OFFICE—No. 10, CHATHAM-PLACE, BLACKFRIARS.

BOARD OF DIRECTORS.
 Thomas Henry Call, Esq., 80, Chester-square, Chairman.
 John Rivett Carnac, Esq., 46, Devonshire-street, Portland-place.
 John Grensted Harris, Esq., 2, Old Palace-yard.
 Henry H. Harrison, Esq., 1, Percy-street, Bedford-square.
 Thomas Hunt, Esq., 11, Manchester-square.
 William Paxton Jervis, Esq., 59, Cadogan-place, Sloane-street.
 Alexander H. Macdougall, Esq., 44, Parliament-street.
 William Sargent, Esq., Treasury Chambers, Whitehall.
 Frederick Silver, Esq., 10, James-street, Buckingham-gate.
 John Stewart, Esq., 23, Portman-square.
 George James Surtees, Esq., 1, Arlington-street, and Ditcham-grove,
 Petersfield, Hants.
 John Thoyts, Esq., 8, Foley-place.

This OLD ESTABLISHED SOCIETY has recently received ADDITIONAL POWERS, by
 Special Act of Parliament, and affords FACILITIES in effecting INSURANCES to suit
 the views of every class of insurers.

PREMIUMS are received yearly, half-yearly, or quarterly, or upon an increasing or de-
 creasing scale.
 Two-thirds of the profits are added semi-annually to the policies of those insured for life;
 one-third is added to the guarantee fund for securing payment of the policies of all in-
 surers.—Those who are insured to the amount of £500 and upwards for the whole term
 of life, are admitted to vote at the half-yearly general meetings of the proprietors.

Annual Premium for insuring £100 on a single life—
 Age next birth-day. 20. 30. 40. 50. 60.
 Premium £1 18 1...£2 8 1...£3 2 6...£4 5 6...£5 5 8
 DAVID FOGGO, Secretary.

GREAT BRITAIN MUTUAL LIFE ASSURANCE,

14, WATERLOO-PLACE, PALM-MALL, LONDON.
 THE CHISHOLM, Chairman.
 WILLIAM MORLEY, Esq., Deputy-Chairman.

GREAT ADVANTAGES OFFERED TO POLICY HOLDERS BY THIS
 INSTITUTION.

A large and immediate accession of assurances by the transfer of the policies of the
 "Achilles British and Foreign Life Assurance Association."
 The whole of the PROFITS DIVIDED annually among the MEMBERS, after payment
 of five annual premiums.

An ample guaranteed capital, in addition to the fund continually accumulating from
 premiums, fully sufficient to afford complete security.
 CREDIT given to MEMBERS for half the amount of the first five annual premiums
 without security.

CREDIT allowed to MEMBERS for the whole of the first five annual premiums, on se-
 curity being given for their payment.
 Transfers of policies effected and registered (without charge) at the office.
 Claims on policies not subject to be litigated or disputed, except with the sanction, in
 each case, of a general meeting of the members.

As extremely low rate of premium, without participation in the profits, but with the
 option, at any time within five years, of paying the difference between the reduced rates
 and the mutual assurance rates, and thus becoming members of the society, and entitled
 to a full participation in the profits.

Age.	One Year.	Seven Years.	Whole Life.
20	£1 0 9	£1 1 6	£1 13 11
30	1 2 9	1 3 3	2 2 1
40	1 5 6	1 7 6	2 16 4
50	1 15 9	2 1 6	4 1 11
60	3 3 5	3 17 0	6 8 3

Full particulars are detailed in the prospectus. A. R. IRVINE, Managing Director.

VICTORIA LIFE ASSURANCE COMPANY,

No. 18, KING WILLIAM-STREET, CITY.
 DIRECTORS.

Sir JAMES DUKE, Alderman, M.P., Chairman.
 BENJ. HAWES, Esq., Deputy-Chairman.
 Benjamin Barnard, Esq.
 Charles Baldwin, Esq.
 B. Donkin, Esq., F.R.S.
 Aaron Goldsmid, Esq.
 James Law Jones, Esq.
 John Knill, Esq.
 O.B. B. Woolsey, Esq.

THE ATTENTION OF ASSURERS is particularly directed to the detailed prospectus
 of this company. Assurances can be effected on a *profit* or *non-profit* scale, and for short
 periods at a very moderate rate. When the life of another, the policy may be rendered
 secure, notwithstanding the life assured may go out of the limits of Europe without the
 necessary permission of the directors having been previously obtained—this plan makes
 a policy an absolute security.

Credit of half the premiums for the first five years allowed on policies effected for the
 whole term of life.

Premiums may be paid annually, half-yearly, or quarterly.

Advances are made to assured on real or unencumbered personal security, for terms of
 years, repayable by instalments. WILLIAM RATTRAY, Actuary and Secretary.

Just published, a new and important Edition, price 2s. 6d.; free by post, 3s. 6d.
THE SILENT FRIEND: a medical work, on Human Frailty,
 Nervous Debility, constitutional weakness, excessive indulgence, &c.; with Ob-
 servations on Marriage, &c. By R. and L. PERRY and Co., surgeons, London. Pub-
 lished by the authors, and sold at their residence; also by Strange, 21, Paternoster-row;
 Hanway and Co., 63, Oxford-street; Noble, 109, Chancery-lane; Gordon, 146, Leadenhall-
 street; Parkes, Old-bath-street; and all the principal booksellers.

THE CORDIAL BALM OF SYRIACUM is a stimulant and renovator in all spasmodic
 complaints. Nervous debility, indigestion, asthma, and consumption, are gradually and
 imperceptibly removed by its use, and the whole system restored to a healthy state of
 organisation. Sold in bottles, price 11s. and 33s.

THE CONCENTRATED DETENSIVE ESSENCE.—An anti-syphilitic remedy
 for searching out and purifying the blood from venereal contamination, scurvy, blotches on
 the face, and other disfigurements, and those painful affections arising from improper treat-
 ment, or the effects of mercury, removing secondary symptoms, and all eruptions of the
 skin. Price 11s. and 33s. per bottle; also 65s.

PERRY'S PURIFYING SPECIFIC PILLS have long been used as the most certain
 remedy for scurvy complaints of every description, eruptions of the skin, pimples on
 the face, and other disagreeable affections, the result of an impure state of the blood.
 These pills are perfectly free from mercury, calomel, and other deleterious drugs, and
 may be taken with safety without interference with or loss of time from business, and can
 be relied upon in every instance. Sold in boxes, at 2s. 3d., 4s. 6d., and 11s. each, by
 all medicine vendors.—Where may be had the *Silent Friend*.

Messrs. Perry and Co. may be consulted at their residence, 19, Berners-street, Oxford-
 street, from eleven till two and five till eight. On Sundays from ten till twelve.

STEAM TO INDIA VIA EGYPT, MALTA, ITALY,

ALEXANDRIA, AND THE PENINSULAR PORTS.
 PASSAGE TO BOMBAY, MADRAS, AND CALCUTTA.

The Peninsular and Oriental Steam Navigation Company BOOK PASSENGERS for
 CEYLON, MADRAS, AND CALCUTTA direct, by steamers leaving Southampton on the
 20th, and for Alexandria, en route to Bombay, on the 1st of every month.

A steamer from Southampton leaves the 1st and 20th of every month for Malta, whence
 are steamers to Naples, Genoa, Civeta Vecchia, three times a month.

STEAM TO CORUNNA, OPORTO, VIGO, LISBON, CADIZ, AND GIBRALTAR.
 A steamer leaves Southampton on the 7th, 17th, and 27th of every month.

Apply at the Peninsular and Oriental Steam Navigation Company's offices, 51, St. Mary
 Axe, London; where only passages can be secured throughout.

SLIGO AND SHANNON JUNCTION RAILWAY.

(PROVISIONALLY REGISTERED.)
 TEMPORARY OFFICES OF THE COMPANY, 34, OLD BROAD-STREET, LONDON.

Capital £130,000, in 6000 shares, of £25 each.—Deposit £1 10s. per share.

PROVISIONAL COMMITTEE.
 William Ormsby Gore, Esq., M.P.
 George L'Estrange, Esq., Dublin Castle.
 M. Dillon Manning, Esq., J.P. Sligo.
 William Whyte, Esq., Newtown Manor.
 Colonel Whyte, Newtown Manor.
 George Lane Fox, Esq., Braughall-park, Yorkshire.
 John P. Somers, Esq., M.P.

William Phillips, Esq., Mayor of Sligo.
 William Phillips, Esq., Seafield-house, Sligo.
 Martin Madden, Esq., merchant, Sligo.
 Colonel Sir William Parke, J.P.D.L., Donally, Sligo.
 Henry Griffith, Esq., J.P.D.L., Port Royal, Sligo.
 Edward Kelly, Esq., merchant, Sligo.
 Francis Lalouches, Esq., Drumshelney, Carrick-on-Shannon, J.P.
 William Kernaghan, Esq., merchant, Sligo.
 Peter Connellan, Esq., merchant, Sligo.
 J. Fawcett, Esq., J.P., Strand-hill, Drunkceerin.
 Rev. D. McGill, Dromahair.
 Burton Phillips, Esq., Sligo.
 J. Houkitch, Esq., 78, Harley-street, London, proprietor of the Arigna
 Iron-Works.

Alderman Walker, Sligo.
 Alderman O'Connor, Sligo.
 Andrew Walsh, Esq., Sligo.
 Henry Lyons, Esq., Sligo.
 T. N. Cullen, Esq., J.P. Cory Lodge, Drunkceerin
 (With power to add to their number.)

ENGINEER.—W. Mackenzie, Esq., C.E.
 Bankers in London—London Joint-Stock Bank.
 Bankers in Ireland—Provincial Bank and its branches.
 Standing Counsel in England—J. Hume, Esq., 35, Southampton-buildings,
 Chancery-lane.

Standing Counsel in Ireland—Henry Coane, Esq., Upper Dominick-street, Dublin.
 Solicitors in London—Messrs. Malby, Becheroff, and Robinson, Old Broad-street.
 Solicitor in Ireland—James Walker, Esq., Sligo, and 69, Upper Dominick-street, Dublin.
 Secretary—A. Gole, Esq., 34, Old Broad-street.

It being now ascertained that the landowners through whose property this line will
 pass will take nearly the entire amount of purchase-money for their land in shares, the
 allotment of the remaining shares to the applicants will take place on as early a day as
 possible. The applications from those locally interested in the line will be attended to in
 the first instance. No further applications will be received.—May 23.

NEW ROSS, CARLOW, AND KILKENNY JUNCTION

RAILWAYS, FOR CONNECTING NEW ROSS WITH THE TOWN OF CARLOW
 AND CITY OF KILKENNY.

Provisionally registered, pursuant to 7th and 8th Vic., cap. 110.
 Capital £500,000, in 20,000 shares, of £25 each.—Deposit, £1 10s. per share.

OFFICES.—No. 12, HAYMARKET.

Charles Tottenham, Esq., J.P. and D.L., Ballycurry House, county Wick-
 low, and New Ross.
 Charles Tottenham, Esq., J.P., Macmurrough, New Ross.
 Charles Doyle, Esq., J.P. and D.L., Wells, county Carlow.
 Richard Kelly, Esq., London and New Ross.
 Thomas H. Kough, Esq., merchant, New Ross.
 Samuel Kough, Esq., merchant, New Ross.
 Edward Goff, Esq., merchant, New Ross.
 James Brown, Esq., merchant, New Ross.
 James Howlett, Esq., merchant, New Ross.
 James Galavan, Esq., merchant, New Ross.
 George Harrick, Esq., merchant, New Ross.
 Samuel Handy, Esq., merchant, New Ross.
 William Cherry, Esq., merchant, New Ross.
 William W. Carr, Esq., merchant, New Ross.
 James Commings, Esq., merchant, New Ross.
 Richard Jeffares, Esq., merchant, New Ross.
 Dr. Mullin, New Ross.
 Martin Howlett, Esq., J.P., New Ross.
 Edward Carr, Esq., New Ross.
 Thomas Brehon, Esq., J.P., Newtown, New Ross.
 The Rev. James Crockett, New Ross.
 Edward Chapman, Esq., Ringwood, New Ross.
 Francis Costelloe, Esq., New Ross.
 The Rev. William Brennan, New Ross.
 James E. Howlett, Esq., merchant, New Ross.
 Samuel Thomas Roberts, LL.D., Ravindon, county Carlow.
 R. B. Newton, Esq., Railway House, Bagnalstown, county Carlow.
 Walter Kough, Esq., Dunleek, Bagnalstown, county Carlow.
 J. P. Newton, Esq., Dunleek, Bagnalstown, county Carlow.
 John Newton, Esq., Bagnalstown House, county Carlow.
 Samuel Crosthwaite, Esq., Lodge Mills, county Kilkenny.
 Thomas Singleton, Esq., merchant, Bagnalstown.
 P. Teirney, Esq., merchant, Bagnalstown.
 John Casey, Esq., merchant, Bagnalstown.
 William Corrigan, Esq., Beauchamp Villa, Bagnalstown.
 David Burchell, Esq., J.P., Brandanville and Graigue, county Kilkenny.

COMMITTEE OF MANAGEMENT.
 Antonio Pereira, Esq., 11, Park-crescent, Portland-place.
 Lancelot Archer Burton, Esq., Woodlands, Emsworth, Hants, and Con-
 servative Club, London.
 George Forbes, Esq., Cleveland-row.
 Richard Lilwall, Esq., 43, Lincolns-inn.
 Director of the Irish North-Western Railway.

James Boyle, Esq., Temple.
 H. Pratt Barlow, Esq., Kensington.
 The Rev. H. R. Fowler, J.P., Manchester-square.
 Charles R. Bigge, Esq., 19, Bryanstone-square.
 (With power to add to their number.)

The Commercial Bank of London; The National Bank of Ireland and its branches.

Messrs. Amory, Sewell, and Moore, Throgmorton-street, London.
 Anthony F. French, Esq., New Ross, and 22, Lower Gardiner-st. Dublin.

PARLIAMENTARY AGENT.
 C. F. Waddy, Esq., 103, Jernyn-street.

SECRETARY pro tem.—Henry Dawson, Esq.

One of these lines will be the line of the New Ross, and, passing through or
 near Graigue, Borris, and Bagnalstown, will terminate at Carlow, where it will form
 a junction with the South-Western Railway and other lines, giving a direct communication
 with Dublin and the whole of the south of Ireland; the other line will pass from New
 Ross, through or near Innistogue and Thomas Town, and will terminate at the city of
 Kilkenny. New Ross possesses an excellent harbour, and is the natural seaport of a large
 inland district, and being free from port charges, which in Waterford are very heavy, it
 must soon become the great steamship station for the trade of the south of Ireland.

It appears from the Custom-house returns, that the import duties paid at the ports of
 Wexford and New Ross for the last ten years were as follows:—
 In 1835, Wexford, £4,917; New Ross, £3,906.
 1836 " 6,306 " 8,017
 1837 " 6,043 " 8,563
 1838 " 7,439 " 13,150
 1839 " 8,401 " 14,993
 1840 " 9,333 " 20,746
 1841 " 9,711 " 25,317
 1842 " 9,101 " 24,396
 1843 " 8,746 " 20,198
 1844 " 9,501 " 22,703

From the above it is apparent that the town of New Ross has progressed in prosperity
 in a steady rate far exceeding the town of Wexford, and that in this short period, while
 Wexford has only doubled its imports, New Ross has increased them sixfold.

As a further proof of the growing prosperity of this town it may be added, that in 1835
 the tonnage hauled from the port did not amount to 500 tons, while at the present mo-
 ment it exceeds 5000. It may be also stated that vessels of 1000 tons burthen approach
 its quays, and that the surveys of the Admiralty have recently reported the river as na-
 vigable by vessels of the largest class.

The distance from New Ross to Carlow is about thirty miles, and from New Ross to
 Kilkenny twenty miles; the country is densely populous, and considered as an agricul-
 tural district, one of the most fertile in Ireland. The produce in wheat, flour, butter, and
 bacon, and the passenger traffic, which is very considerable, at once insures an ample
 return for the capital employed. The landowners along the lines and the merchants are
 favourable to the undertaking. The traffic tables are now in the course of preparation,
 and will, when completed, be presented to the public.

The plans, sections, and books of reference, will be ready within the time prescribed by
 Parliament, and application will be made for a bill to incorporate the company early in
 the next session. The usual power will be taken by the Act to allow interest at 4l. per
 cent. per annum after passing the Act on the amount of the subscriptions paid up, and no
 subscriber will be answerable for more than the amount of his deposit of 1l. 10s. per share
 until the Act be obtained, and then not beyond the amount of his subscription.

Prospectuses, with forms of applications for shares, may be had at the offices of the so-
 licitors, in London, or New Ross, and of the following stock and sharebrokers—viz.:
 Messrs. John Shewell and Son, 24, Tokenhouse-yard, London; Messrs. John Hall and
 Co., and Messrs. E. S. and C. Boulton and Co., at Liverpool; Mr. J. R. Owen, at Manchester;
 Mr. W. Bell, and Mr. James Fringle, at Edinburgh; Mr. W. Connell, at Cork;
 Messrs. Bruce and Symes, Mr. Lanzaux, Mr. James Paterson, and Mr. Edward Brown, at
 Dublin; Messrs. Tate and Nash, at Bristol; Mr. Francis Stamp, at Hull; Mr. Holland, at
 Coventry; Messrs. Wellbeloved and Oatley, at Leeds; Mr. Law, at Birmingham; and
 of the secretary, at the company's offices, 12, Haymarket, London.

NEW ROSS, CARLOW, AND KILKENNY JUNCTION

RAILWAYS.—Notice is hereby given, that, owing to the very great demand, NO
 FURTHER APPLICATIONS FOR SHARES will be received for this undertaking after
 WEDNESDAY, the 28th inst. HENRY DAWSON, Secretary pro tem.
 Company's Office, 12, Haymarket, London, May 20, 1845.

PATENT FUEL COMPANY.

To be incorporated by Act of Parliament.
 Provisionally registered, pursuant to the Act 7th and 8th Vic., cap. 110.

Capital £200,000, in 10,000 shares of £20 each.—Deposit £2 per share, payable after
 complete registration.

DIRECTORS.
 Sir George Rich, Lowndes-street, Belgrave-square, Chairman.
 George Brockbank, Esq., Crown's-hill, Greenwich.
 George Augustus Brown, Esq., Gower-street.
 Coles Child, Esq., Lambeth.
 William Dallas, Esq., Austinfriars.
 Thomas Lawrence, Esq., Lee, Kent.
 George Smith, Esq., Frederick's-place, Old Jewry.
 James Traill, Esq., Blackheath.
 F. J. Van Zeller, Esq., Jeffrey's-square.

BANKERS.
 Messrs. Spooner, Attwoods, and Co.; Messrs. Cockburn and Co.;
 SOLICITOR—Edmund John Scott, Esq., St. Mildred's-court, Poultry.
 SECRETARY—William Nicholas De Mattos, Esq.

SUPERINTENDENT OF WORKS—F. C. Warlich, Esq.

This company is formed for the purpose of manufacturing, under an exclusive grant, for
 the benefit of the company, upon an extensive scale, at various parts of the United King-
 dom, the Fuel for which Mr. Warlich has obtained Letters-Patent, and for granting li-
 censes, under the same, to parties who may be desirous of making the Fuel.
 This Fuel is applicable to the following purposes:—
 1. Steam-Boats and Stationary Engines.
 2. Locomotives.
 3. Household Use.

The quality of this Fuel has been proved most satisfactorily by experiments, made by
 the order of the Admiralty, at Woolwich Dockyard, and in several of the Government
 steamers. As an additional proof of the high opinion the Government have of this Fuel,
 a large quantity has recently been delivered at Woolwich Dockyard, for the purpose of
 being sent out with the expedition to the North Pole; and the Right Hon. the Earl of
 Londesdale has purchased a license to manufacture the Fuel at his extensive collieries at
 Whitehaven. It may be briefly stated, that the advantages to be derived from this Fuel
 are as follows:—

1. A Saving in Expense of 24 per cent.
2. A Saving in Wear and Tear of Machinery for Steam purposes.
3. A Saving in Space required for Storage, at the rate of 33 per cent.
4. A Greater Degree of Cleanliness.

Prospectuses, with full details of the company's object, together with forms of applica-
 tions for shares, may be obtained at the office of the solicitor of the company, 6, St. Mil-
 dred's-court, Poultry; or of the secretary, at the company's temporary offices, 5, Jeffrey's-
 square, St. Mary-axe, London.

PATENT FUEL COMPANY.—The directors of the Patent
 Fuel Company are prepared to RECEIVE OFFERS for eligible SITES for the
 erection of WORKS, each site comprising about three acres of ground, in or near the
 following towns:—Swansea, Cardiff, Liverpool, Bristol, Newcastle or Shields, Middle-
 borough, and Sunderland. Parties having land in either of the above places suitable for
 the purpose, are requested to forward full particulars to the secretary, 5, Jeffrey's-square,
 St. Mary-axe, London.

PATENT FUEL COMPANY.—TO COLLIERY OWNERS.
 The directors of the Patent Fuel Company are prepared to RECEIVE TEN-
 DERS for ONE HUNDRED THOUSAND TONS of SMALL COALS, to be taken from
 the pit's mouth, or at the port of shipment, as may be agreed upon. The name and
 quality of the coal, the quantity that can be supplied, and the lowest price per ton, to be
 stated.—Letters to be addressed to the secretary, 5, Jeffrey's-square, St. Mary-axe, London.

EAST INDIAN AND COLONIAL SCREW-PROPELLER

NAVIGATION COMPANY—VIA THE CAPE OF GOOD HOPE.
 PROVISIONALLY REGISTERED.

Capital £1,000,000, in 20,000 shares, of £50 each.
 Deposit, as required by Act of Parliament, 5s. per share.

SOLICITORS.
 Messrs. Bayley, Janson, and Richardson, 4, Basinghall-street.

BANKERS.
 Messrs. Currie, and Co., Cornhill.

TRUSTEES.
 Sir GEORGE DE H. LAEPENT, Bart.
 Sir JOHN RAE REID, Bart.

At a MEETING of the provisional committee of the above undertaking, held on the
 16th inst., at the Jamaica Coffee-house, Cornhill, it was resolved that the following gen-
 tlemen—viz., Henry Currie, Esq. (Chairman), Capt. W. G. H. Whish, R.N., Andrew Hen-
 derson, Esq., J. F. Owen, Esq.—be appointed a sub-committee, with power to add to their
 number, to carry out the objects of the subjoined PROSPECTUS.

The application of the Screw-Propeller as an auxiliary to sailing vessels having proved
 so completely satisfactory, this company feels convinced that the time has now arrived
 when a regular and expeditious communication with our eastern possessions may be ad-
 vantageously effected by a suitable line of steam-ships fitted on the screw principle.

It is proposed to dispatch a vessel monthly, from England to Calcutta, calling at the Cape
 of Good Hope, Mauritius, and Madras, and vice versa—the estimated distance being under
 12,000 miles, at the rate of 7 1/2 to 8 knots per hour, the voyage would occupy from sixty-
 one to sixty-five days, exclusive of stoppages.

Sailing vessels fitted with the Screw-Propeller will be enabled to maintain an average
 speed in light variable winds and calms, especially between the Trades.

It is proposed to commence with eight ships, each of about 1400 tons, built upon the
 most approved principles, and fully rigged; they will be fitted with engines of suitable
 power, especially adapted for driving the Screw-Propeller. Ample accommodation, with
 every comfort, will be provided for sixty first-class passengers.—It is intended eventually
 to extend the communication to the Australian colonies.

The steam-ships of this company will be so constructed, that, in case of war, they may
 be immediately armed.—In a national point of view, it is a most important step to form
 a rapid communication with our eastern possessions, of such a nature as neither war nor
 political differences can easily interrupt.

Families and invalids proceeding by these ships will obtain the advantages of the finest
 sailing vessels, combined with the expedition of steamers, and avoid the inconvenience of the
 Quarantine Laws, and the frequent transhipment of themselves and baggage.

CAPITAL.
 Cost of eight ships, of 1400 tons each, including machinery and
 propeller, at £50,000 each £400,000
 Cost of coal hulks 6,400
 Working capital 20,00

EAST INDIAN RAILWAY COMPANY.

PROVISIONALLY REGISTERED.
Capital £4,000,000, in 80,000 shares of £50 each.—Deposit 5s. per share, being the largest deposit allowed by the Act 7 and 8 Vic., c. 110, which limit the deposits on shares in a company until final registration to 10s. per cent.

CHAIRMAN—Sir GEORGE LARSEN, Bart. (Messrs. Cockerell and Co.)
DEPUTY CHAIRMAN—BAZETT D. COLVIN, Esq. (Messrs. Crawford, Colvin, and Co.)
BANKERS—Messrs. Glyn, Harcourt, and Co.
SOLICITORS—Messrs. Freshfield.
CONSULTING ENGINEER—J. M. Rendel, Esq. F.R.S.
TEMPORARY OFFICERS—S. A. AUSTEN, Esq.
The gentlemen who form this association have had various communications with the court of directors of the Hon. East India Company, the substance of which will be found in the subjoined correspondence, between Sir George Larnent and Mr. Stephenson on the part of this company, and Mr. Melville, the secretary to the East India Company, published with the prospectus.
The operations of the company will be under the direct superintendence of the Government of Bengal; and the working thereof to be subject to the inspection and sanction of their officers, so as to bring the arrangements into a position as nearly analogous to that of the British railways, under the Board of Trade, as the different circumstances of the two countries may render practicable.
The deposit to be made on subscription will be 5s. per share, which is the extreme amount allowed to be taken as a deposit on a share of £50 by a company previous to complete registration.
Applications for the prospectus or shares to be made to Mr. Stephenson, the managing director; to Messrs. Lawrence, Cazenove, and Co.; and to Messrs. Carden and Whitehead, stock and sharebrokers, and no application will be attended to unless accompanied by a reference.

FORM OF APPLICATION FOR SHARES.
To the Directors of the East India Railway Company.
Gentlemen,—I wish to become a subscriber for shares in this undertaking, of £50 per share, the deposit upon which, or on any less number of shares, that may be allotted to me, I agree to pay, and I also undertake to sign the necessary deeds, when required so to do.

Name
Address
Date
Reference

WORCESTER, TENBURY, AND LUDLOW RAILWAY COMPANY.—(Provisionally Registered.)
Capital £400,000, in 8000 shares, of £50 each.—Deposit £2 15s. per share.

BANKERS—Messrs. Smith, Payne, and Smith
Worcester—The County and City Bank
The National Provincial Bank of England.
Ludlow—The Ludlow and Tenbury Bank.
SOLICITORS—
London—William Dutton, Esq. 68, Ebury-street, Eaton-square.
Worcester—Messrs. Gillam.
Tenbury—William Adams, Esq.
Ludlow—Messrs. Williams and Urrick.
PROVISIONAL COMMITTEE—
Sir William Smith, Bart. Eardiston, Worcestershire
Sir Robert Williams Vaughan, Bart. Hengwrt
The Hon. Henry Hanbury Tracey, Gregynog Hall, Montgomeryshire
Sir Charles Thomas Jones, Montgomery
The Mayor of Ludlow
The Bailiff of Bishop's Castle
T. Winder Lyon Winder, Esq. Vaenor Park, Sheriff of Montgomeryshire
George Beadnell, Esq. 1, Lombard-street, London
William Oakley, Esq. Oakley Park, magistrate of Salop
Rev. James Wayland Joyce, magistrate of Salop
James Davies, Esq. Elm Lodge, Ludlow
James Baxter, Esq. Silden Castle, Salop
Francis Marston, Esq. Aston, magistrate of Salop
Rev. Charles Turner, Eastham, magistrate of Worcestershire
Rev. John Bright, Totterton, magistrate of Salop
Captain Thurston, R.N., magistrate of Montgomeryshire and Merionethshire
John Williams, magistrate of Merionethshire and Carnarvonshire
H. Eginton, Esq. Worcester
Robert Francis, Esq. Droitwich
Edmund Whitcombe, Esq. Worcester
Robert Maurice Bonner Maurice, Esq. magistrate of Montgomeryshire
Rev. Maurice Lloyd, magistrate of Salop
Wythen Jones, Esq. Rhylport, magistrate of Montgomeryshire
Martin Williams, Esq. Brengwyn, magistrate of Montgomeryshire
David Pugh, Esq. Llansychydol, and Mortimer-street, Cavendish-square, magistrate of Montgomeryshire
Edward Johns, Esq. M.D., Gartlegrove, magistrate of Montgomeryshire
William Morris, Esq. Pentrenant, magistrate of Montgomeryshire
Rev. Devereux J. Mythen, Llandysul, ditto
Rev. J. Arthur Herbert, Glandhafren, magistrate of Montgomeryshire
Captain Herbert, Glandhafren
Edward Price Lloyd, Esq. Glanerin, magistrate of Carmarthenshire
Philip Morris, Esq. The Hurst, magistrate of Salop
Christopher Tempie, Esq. Q.C., Lansdown-place, Brunswick-square
Arthur Thomas Morley, Esq. Newtown Hall
Isaac Armstrong, Esq. King-street, Snow-hill, London
William Laslett, Esq. Alberton Hall, Worcester
Atwood Wigzell, Esq. Middle Temple, London
Richard Francis, Esq. Droitwich
Thomas Reginald Kemp, Esq. Abchurch-lane, London
Harvey Eginton, Esq. Worcester
T. H. Davies, Esq. Orleton
Leonard Ledbrook, Esq. Worcester
James Robertson, Esq. Worcester
(With power to add to their number.)

This important line will commence at the city of Worcester, and be carried near Tenbury to its termination at Ludlow; leaving the Vale of the Severn, it will reach, with an easy sweep, the Teme Valley, and running up the course of the Teme, will pursue throughout the greater portion of its course a water level. As an independent line, it affords no ordinary facilities for cheap and speedy formation, and being carried through a rich, fertile, and populous country, would be able to furnish a traffic table sufficient for the purposes of ample remuneration to the shareholders.

As a junction line, and forming a portion of that great chain of communication between the metropolis and Portludynllaen, which will eventually become the ordinary and nearest route to Ireland, it is not easy to calculate its advantages. A straight line, drawn from London to Portludynllaen, will pass near to the towns of Worcester, Ludlow, and Newtown, showing that this railway must necessarily be a portion of a grand trunk line.

On the completion of the railways projected to Newtown, it will necessarily be the medium of transit for all passengers going to the northern and central parts of Wales; it will bring the woollens of Montgomeryshire to London and the east, and on the carrying out the projected Newtown and Portludynllaen line, it will be the high road between London and Dublin.

This company is strictly independent and unconnected with any other. It will reserve to itself the power of continuing its course to the Craven Arms and Newtown, should the projected line to Newtown fail to obtain an Act of Parliament, and also to extend its course beyond Newtown to Portludynllaen, and to raise any additional capital requisite to perform these several extensions. As an investment of capital there can be no superior one.

Worcester, from its situation on the rich Vale of the Severn, from its population, wealth, and manufactures, must naturally become the most important centre from which all lines from the metropolis, having North Wales, part of South Wales, and Ireland, as their objects of communication eventually converge.

There are no difficult earthworks or tunnels on the line. The gradients are easy for a greater part of the distance on a water-level. A survey has been made.

In the allotment of shares, every preference will be given to parties locally interested; and in setting out the line the greatest attention will be given, as far as possible, to respect ornamental property, gentlemen's grounds, &c.

The principal part of the influential landowners, between Worcester and Portludynllaen, have expressed their unqualified approbation of the railway, and its objects, and have promised their most energetic support.

Powers will be taken in the Act to adopt the atmospheric mode of traction, if it should be found requisite.

The liability of shareholders will be limited by the Act to the amount of their several subscriptions.

Applications for shares must be made in the form appended to the solicitors; or to Messrs. Carden and Whitehead, and Messrs. Peppercorn and Preece, Broad-street.

FORM OF APPLICATION FOR SHARES.
To the Provisional Committee of the Worcester, Tenbury, and Ludlow Railway.
Gentlemen,—I request that you will allot me shares, of £50 each, in the above proposed railway, and I undertake to pay the deposit of £2 15s. per share thereon, or on any less number you may appropriate to me, and to execute the subscriber's agreement, and Parliamentary contract when required.

Dated this day of 1845.
Name in full
Residence
Trade or profession in full
Reference

DIRECT LONDON AND MANCHESTER RAILWAY.
Provisionally Registered.
PRELIMINARY ANNOUNCEMENT.

The leading points to be considered in establishing a railway, are, the amount of population to be accommodated at each terminus, and the aggregate amount of the traffic likely to be obtained. If, in conjunction with these objects, a most direct communication can be made between two important places, such as London and Manchester, all the advantages of a complete railway will have been acquired. The projectors of this undertaking, therefore, feel perfectly convinced that the time has now arrived, when direct lines of communication to principal towns will be considered absolutely necessary, and productive of the greatest benefit to passengers, to merchants, who dispatch their merchandise to the neighbouring towns and the metropolis in large quantities, and to the purchasers of those goods for the purposes of retail trade; and this as one result must follow, that by reason of the diminution of distance, there will be a decrease in the tonnage on goods.

Accordingly, this most important line of railway is intended to form a direct communication between London and Manchester, affording, in its route, a great amount of accommodation to many very considerable towns, as yet untouched by any existing railway—although no places have been attempted to be included, which would in the least degree interfere with its being a direct line.

It is intended to commence in London at Farringdon-street, and to take in its route the following towns, as nearly as consistent with the surveys now in progress—viz.: Highgate, Finchley, Barnet, St. Albans; serving Dunstable, Luton, Woburn, Ampthill, Olney, Wellingborough, Kettering, Market Harborough; joining the Midland Counties Railway at Leicester. (It is intended to proceed for thirty miles to Derby on that line.) It will then take its course to Ashbourne, thence near to Hartington and Longnor, passing midway between Buxton and Macclesfield—each of which towns is only four miles distance from the proposed line—direct to Stockport, and will there join the line which runs from that town to its terminus at Manchester.

The distance which, after the greatest care, it is estimated will be saved by this direct line, taking it at the lowest calculation, will be twenty-seven miles, and when this is considered in connection with the fact, that railway communication will be provided for some most important towns, at present unapproached by any other railway, the projectors are persuaded that enough has been shown to obtain for this line the approbation and support of all who are in any way connected with trade.

The present nearest approach to Manchester is by the London and Birmingham and the Manchester and Birmingham Railways—a distance of 197½ miles. By the proposed line the distance will be 170½ miles. There will be no change of trains, or removal of luggage from one train to another; no delay in waiting for trains from other parts of the country, but the same train will proceed, without loss of time, throughout the whole distance.

Sir Robert Peel, in speaking of direct lines of railway, stated that—"He would make no reference to any individual railway schemes, but he thought they ought to look forward to the result of mechanical improvements, as applied to these schemes, and they might depend upon it, speaking of ultimate results, that the shortest lines would be preferred. The tendency of the improvements, which were almost daily introduced, was decidedly in favour of the shortest lines. He was certain that, when they were establishing communications between different parts of this country, and between Scotland, and Ireland, and the metropolis, whatever course they might now take, many years would not elapse before the shortest lines would be preferred."

The detailed prospectus will shortly appear, with the names of the provisional committee and officers. In the meantime, all communications may be addressed to Messrs. Sudlow, Sons, and Torr, solicitors to the company, 20, Chancery-lane, London; or to Messrs. Aston and Scott, stock and sharebrokers, 82, Throgmorton-street, London.

DIRECT INDEPENDENT LONDON & MANCHESTER RAILWAY.—ORIGINAL LINE.
Provisionally Registered, pursuant to 7 and 8 Vic., c. 110.
Capital £3,000,000, in 60,000 shares, of £50 each.—Deposit £2 15s. per share.

This important national undertaking was brought forward in the autumn of last year, and arrested from want of sufficient time to comply with the Standing Orders of the House, the then provisional committee having determined that they were not justified in wasting the money of the subscribers in carrying on a contest which must necessarily be prolonged into another session. The branch then contemplated to York has been abandoned, and the railway has been re-registered as the Direct Independent London and Manchester Line.

This railway has not been pillaged from the prospectus of any other undertaking. The country was originally surveyed in 1841 by Mr. George Remington, and the sections taken between London and Leicester, and the remaining distance between Leicester and Manchester viewed with regard to the final Parliamentary survey when brought out last year. This railway received the support of a most numerous and influential body of noblemen, gentlemen, and merchants, in London and Manchester, most of whom have signified their intention to support it on its re-production. It will be an integral line from terminus to terminus, not depending upon the caprices or contingencies of other lines, making, made, or to be made. The atmospheric mode of traction will be used, and the broad gauge. This will insure the highest speed, economy of construction and working.

It will commence at King's cross, at the north end of Gray's Inn-road, the place round Muswell-hill to Friern Barnet, Chipping Barnet, St. Alban's, Luton, Tilose, Ampthill, Bedford, Wellingborough, Kettering, Market Harborough, and Leicester, thence across the Swannington and Leicester Railway to Burton-upon-Trent, Uttoxeter, Tean, Cheadle, Leek, Stockport, and Manchester.

The population and commercial intercourse within a given distance of the line on either side is greater than that of any other route to the north, as it nearly follows the old line to Manchester. The length of the railway between the termini will be about 177½ miles.

As one line of rail will be sufficient for the larger portion of its course, a great saving of labour and materials will be obtained. There will be no tunnelling or extraordinary earthworks on the railway, as such are not necessary on a line worked on the atmospheric principle.

The journey between the termini will be performed in three hours and a half. A more detailed prospectus, with the provisional committee, will be published in the course of a few days.

Applications for shares, prospectuses, &c., to be made to the solicitors, B. W. Hutchison, Esq. 36, Coleman-street; J. Owens, Esq. 54, Moorgate-street; and T. Rogers, Esq. Bedford-square.

FORM OF APPLICATION FOR SHARES.
To the Provisional Committee of the London and Manchester Direct Independent Railway.
Gentlemen,—I request you to allot me shares, of £50, in the above railway, and I undertake to accept the same, or such less number as you may appropriate to me, subject to the regulations of the company, and to sign the necessary deeds, and to pay, when required, the deposit thereof of £2 15s. per share.

Name in full
Profession and professional residence in full
Residence in full
Reference
EDWARD BERNARD NEILL, Secretary.

PROVINCIAL AND FOREIGN WATER-WORKS COMPANY.—Registered Provisionally.
Capital £200,000, in 25,000 shares, of £80 each.—Deposit £1 per share.

PROVISIONAL COMMITTEE.
William Patrick Andrew, Esq., Grosvenor-street, Grosvenor-square
John Barnard, Esq., banker, 50, Cornhill
Henry Bruce, Esq., Tavistock-square
Ed. Turst Carter, Esq., Marlborough House
James Clay, Esq., director of the Grand Junction Water-Works Company
Alexander Curling, Esq., Denmark-hill, Surrey
Charles Johnston, Esq., director of the East London Water-Works Company
Henry Morris Kemshead, Esq.
Sir James Clark Ross, R.N.
Charles St. Barbe, Esq., banker, Lymington
John Stewart, Esq., M.P.
John Stewart, Esq., 23, Fortman-square
James Herbert Wilson, Esq., director of the Kent Water-Works Company
ENGINEER.
Thomas Wicksteed, Esq.
Engineer to the East London, the Grand Junction, Vauxhall, and Kent Water-Works, in London, and the Hall Water-Works, &c.
JOINT-SOLICITORS.
Messrs. Marten, Thomas, and Hollins, Mincing-lane, London.
Messrs. Roy, Blunt, Johnston, and Walton, Lothbury
PARLIAMENTARY AGENTS.
Messrs. Dyson, Hall, Parker, and Coates, 25, Parliament-street.
Secretary for Foreign Purposes—R. Hicks, Esq.
General Secretary—John St. Barbe, Esq.
BANKERS—Messrs. Barnard, Dinsdale, and Co., 50, Cornhill.
This company is formed for the purpose of affording to provincial cities and towns, and to cities and towns in the colonies and on the continent, supplies of water, of which the recent Report of the Health of Towns Commissioners, and inquiries abroad, have shown the urgent need.
The calculations that have been made, show, after every deduction, and at very moderate charges for supply, a net return of 2s. per cent.
Application will be made for an Act of Parliament, or for a Charter, in order to obtain the necessary powers for limiting the responsibility of the shareholders; and no foreign works will be undertaken, without the company first having obtained the sanction of the Government, or the local authorities.
Full prospectuses may be had of the following sharebrokers:—Messrs. Marten and Heseltine, Finch-lane; Messrs. Palmer, Hope, and Co., Royal Exchange; and Messrs. Carden and Whitehead, Threadneedle-street; also of the solicitors and secretary; company's office, Throgmorton-street, to whom applications is to be made in the following form:—
Gentlemen,—I request you to allot me shares in the Provincial and Foreign Water-Works Company; and I hereby undertake to accept the same, or any less number than you may allot to me, and to pay the deposit of £1 per share thereon; and also to execute the necessary documents when so required.
Dated this day of 1845.
Name
Address
Profession
Reference

ATHERSTONE, ASHBY-DE-LA-ZOUCH, AND BURTON-UPON-TRENT RAILWAY.
Capital £250,000, in 12,500 shares, of £20 each.—Deposit £1 2s. per share.
Provisionally Registered under 7 and 8 Vic., c. 110.

The main object of this undertaking is to bring the valuable coal-fields of Moria and Ashby Woods into direct and immediate communication with the southern and western markets, by means of the Trent Valley, Midlands, and Churnet Valley Railways. It is also intended to give to the important town of Burton-upon-Trent, and the populous country to the north and west, convenient access to this district. Another principal feature of the line is to supply railway communications to the celebrated mineral baths at Moria and Ashby-de-la-Zouch, and to the inhabitants of the latter town and neighbourhood. It will also afford an outlet to the extensive trade and fabrics of the Leicestershire Potteries. By means of a short and easy branch to the Leicester and Swannington Railway, that coal-field will be brought into connection with the Trent Valley and Churnet Valley Railways, and the southern and western markets. Another local advantage will be the supply of lime to the rich agricultural district affected by this line from the collieries of Ticknall, Cloushill, and Breedon. With these various sources of traffic, the absence of competing lines and unusual facilities in the character of the country for the formation of the railway, no considerable work being required, and the gradients peculiarly favourable for the working of the line, there is a certain prospect of a more than ample return for the capital.

A plan and prospectus will be issued in the course of a few days, and, in the meantime, application for shares may be made to S. S. Baxter, Esq., solicitor, Atherstone.

LEICESTER, ASHBY-DE-LA-ZOUCH, BURTON-UPON-TRENT, AND STAFFORD JUNCTION RAILWAY.
(Provisionally Registered.)
Capital £300,000, in 16,000 shares, of £20 each.—Deposit £2 15s. per share.

This line of railway is proposed to commence at the Syston station, on the Midland Counties line, and proceed, by way of Woodhouse and the Charnwood Forest Canal, to Cole-Orton and Ashby-de-la-Zouch; thence, by Swadlincote, Griesley Potteries, and the course of the projected Burton and Moria Canal, to Burton-upon-Trent; whence, crossing the Trent, it will skirt the Forest of Needwood near Tatenhill, Hampstead Kidware, Blithbury, and Colton, to the proposed junction of the North Staffordshire Potteries line with the Trent Valley Railway at Colwich, and on the latter line, to Stafford. It is impossible to over-estimate the importance of this railway as a junction line.

It will unite, at the Syston station, with the proposed Cambridge, Peterborough, and Melton Mowbray line, as well as the proposed South Midland Railway, and the contemplated Bedford, Leicester, and Syston Railway. At Colwich it will unite with the proposed North Staffordshire and Trent Valley Railways; thus joining, in one short line, the entire eastern and western midland districts of England by the most direct route.

From Cambridge, Ely, Norwich, Lynn, Peterborough, Boston, and Lincoln, this railway will afford the most direct route to the Potteries, the great iron and coal districts of Staffordshire and Shropshire, the whole of South and North Wales, and Ireland, by means of the various railways that unite at Stafford.

It is intended to form a short branch to run from Burton to the Dove Valley, and join the Macclesfield and Derby line between this latter place and Uttoxeter. As an independent line, looking for its own internal traffic as a source of revenue, it passes through a country of no ordinary mineral wealth. Coal, ironstone, lead, granite, and limestone abound in that portion of the line that skirts the Charnwood Forest to Ashby. Having passed this latter place, it will afford a communication with the Great Ticknall Lime-Works and the Swadlincote and Griesley Potteries. The transit of mere natural products, independent of passenger traffic, alone justify its promoters in recommending it to the public, and as opening up a market for the mineral wealth of Leicestershire to Lincoln and Northamptonshire and the east.

The important breweries of Burton-upon-Trent will, by this line, be enabled to find a ready conveyance to all the eastern and western counties, and by this line the corn and barley of Lincolnshire and Norfolk can be brought to Burton and the manufacturing districts.

By means of the short line up the Dove Valley, and its junction with the proposed North Staffordshire, the most direct route to the north and great manufacturing district will be obtained from the eastern counties. The whole line has been surveyed.

FORM OF APPLICATION FOR SHARES.
To the Provisional Committee of the Leicester, Ashby-de-la-Zouch, Burton-upon-Trent, and Stafford Junction Railway.
Gentlemen,—I request you to allot me shares, of £20 each, in the above-named railway; and I undertake to accept the same, or such less number as you may appropriate to me, subject to the regulations of the company, and to sign the necessary deeds, and to pay, when required, the deposit thereof, of £2 15s. per share.—Dated this day of 1845.
Name in full
Residence in full
Profession and professional residence in full
Reference

BANKERS.
The Leicestershire Banking Company, Leicester, Ashby-de-la-Zouch, and Atherstone.
The Burton and Uttoxeter Banking Company, Burton-upon-Trent and Uttoxeter.
SECRETARY—Bartley Hoskins, Esq., pro tem.

The prospectus, list of provisional committee, contemplated traffic, &c., will be published in a few days; and, in the meantime, all applications for shares must be made to the joint-solicitors, Mr. Richardson and Mr. Hutchinson, 36, Coleman-street, London; or to Messrs. Dutton and Saben, Stafford; or to Mr. T. Piddocke, Ashby-de-la-Zouch.

LONDON, SALISBURY, AND YEovil JUNCTION RAILWAY.
PROVISIONAL COMMITTEE.

The Most Noble the Marquis of Winchester, Amport House, Faversham
The Right Hon. Lord Arundel, Wardour Castle, Wilt.
The Rt. Hon. Lord Bridport, Cricket Lodge, The Right Hon. Lord Rivers, Rushmore Lodge, Dorset
The Right Hon. Viscount Somerton, M.P. Somerley House, Hants
The Hon. Henry Ashley, M.P. Clewer, Berks
The Hon. William Ashley, Stable-yard, St. James's
The Hon. Newton Fellows, Eggesford, Oakhampton, Devon
The Hon. W. E. Fitzmaurice, M.P. Cliesham-street
Sir William Medlicott, Bart. Vere House, Milborne Port
Sir Edm. Antroub, Bart. Amesbury, Wilts
John Benett, Esq. M.P. Fyfe House, Wilts
J. H. Campbell, Esq. M.P. Exton, Hants
Ambrose Hussey, Esq. M.P. Salisbury
Thomas Hussey, Esq. M.P. Lyme, Dorset
R. B. Sheridan, Esq. M.P. Frampton House, Dorset
Sir B. Howard, Esq. Wincanton, Somerset
Herbert B. Ratten, Esq. Hollands, Yeovil
William S. Binny, Esq. Bryanstone-square
Thomas Blane, Esq. Stratford, Salisbury
William Sprott Boyd, Esq. Cleveland-row
W. B. Brodie, Esq. Close, Salisbury
Colonel Buckley, New Hall, Salisbury
George Bullock, Esq. East Coker, Somerset
Robert Chaffey, Esq. East Stoke, Yeovil
John Chapman, Esq. Blackheath-park, Dorset
Rev. J. H. Wyndham, Corton, Shropshire
(With power to add to their number.)
COMMITTEE OF MANAGEMENT IN LONDON.
The Marquis of WINCHESTER, Chairman.
Hon. WM. ASHLEY, Deputy-Chairman.
William Scott Binny, Esq.
William Sprott Boyd, Esq.
John Chapman, Esq.
The Chisholm
James Ramsay, Esq.
COMMITTEE OF MANAGEMENT IN THE COUNTRY.
James Hussey, Esq.
George Paine, Esq.
John Henry Jacob, Esq.
Charles Square, Esq.
The committee beg to inform the shareholders that, after further communication with the landowners on the line, and with the South-Western Railway Company, they have determined that the line of this railway shall be carried from Basingstoke to Yeovil, as formerly announced, but upon the express understanding that this company will not contend with the South-Western Company for the portion of the line from Basingstoke to Salisbury, should the South-Western Company go to Parliament next session for an Act to make it. At the same time, to insure the making of the whole line from Basingstoke to Yeovil, the committee of the London, Salisbury, and Yeovil Junction Railway will lodge the necessary Parliamentary plans, so that they may be in a situation to proceed for an Act next session of Parliament to enable them to make that portion of the line, should the South-Western Company from any circumstances be prevented from carrying it into execution.

It is obviously for the interest of the London, Salisbury, and Yeovil Junction Railway Company that the line shall be continued forward from Yeovil to Exeter, and the committee are prepared to come to an amicable understanding with the proposed Exeter, Yeovil, and Dorchester Company, by which their line may be made in connection with the London, Salisbury, and Yeovil line, but should the committee be unable to carry out such an arrangement, they will feel it to be their duty to propose an extension of their own line from Yeovil to Exeter.
By order of the committee,
Offices, 63, Moorgate-street, London. L. CHROMBIE, Secretary.

AUSTRALIAN MINING COMPANY.

Provisionally Registered, pursuant to 7 and 8 Vic. cap. 110
Capital £400,000, in shares of £20 each.—Deposits £2 per share.

PROVISIONAL DIRECTORS.
W. T. Copeland, Esq. Ald. and M.P., 37, Lincoln's Inn-fields
Samuel James Capper, Esq. 1, Adelaide-place, London-bridge
Edward Hagen, Esq. Mill-street, Bermondsey
John Masterman, jun. Esq. Nicholas-lane, Lombard-street
COMMITTEE OF MANAGEMENT IN AUSTRALIA.
George Alexander Anstey, Esq.
John Baker, Esq. Director of the Bank of Australasia.
Jacob Hagen, Esq. Member of Council
John Hart, Esq.

TRUSTEES.
John Capper, Esq. 1 Adelaide-place
Benjamin Greene, Esq. 45, Russell-square
Frederick Mildred, Esq. 35, Nicholas-lane.
BANKERS—Messrs. Masterman, Peters, and Co.
SOLICITORS—Thomas Hanson Esq.

It has been long notorious that mineral productions have occasionally been found in the Australian Continent, but it is a matter of recent discovery that inexhaustible mines of that description of wealth, not only abound in certain parts of South Australia, but approach so near the surface of the earth, as to afford the most unusual facilities for working them. Masses of the richest copper ore are found cropping out of the sides of the mountains, and upwards of 1000 tons of the ore have already been raised in the neighbourhood of Adelaide, at little more than a nominal expense; of which between 200 and 300 tons have already reached England,* while many other shipments are on their way, and a far greater quantity awaits only the loading of woolships, to transport it to the same destination. Nor are the mineral riches of the district by any means confined to copper. The discoverers of these mines, after a long period of anxious labour and research, in almost untrodden regions, have, for the most part, been unable to profit by their good fortune to any considerable extent, for want of the requisite funds wherewith to purchase them, under the Act of Parliament by which these unsurveyed waste lands cannot be demanded and obtained in blocks of less than 20,000 acres. They have consequently applied to the mother country to furnish the means of doing so, reserving to themselves the right of participating, to some agreed extent, in the benefits which may result from the undertaking. Responding to this application, and in full reliance on the accuracy of the statements furnished by their highly respectable correspondents in the colony, confirmed almost daily by a succession of fresh arrivals, the projectors have formed the present company, with the view of raising a fund, for the purchase or other tenure of some of these mines, under the provisions of the Acts of Parliament for regulating the sale of waste lands belonging to the Crown in the Australian Colonies, according to such conditions as the laws of the colony, the governor, and the Crown, may enjoin, and of afterwards working or otherwise disposing of them in such manner as may seem best for the interests of the company.

For this purpose, it is proposed to create 20,000 shares of 20l. each, on 17,000 of which 2l. per share shall be paid by way of deposit in England, on complete registration of the company, 2000 being reserved for persons in the colony, on payment of a similar deposit of 2l. The remaining 1000 shares will be appropriated, free of all payment, by way of deposit or otherwise, to the discoverers of the mines and the projectors of the company, who accept such shares as a compensation for their expenses, discoveries, and past services, with the understanding that those services will be continued gratuitously, under the control of the directors, for the benefit of the concern, until at least one mine shall be effectually secured to the company, and in a state of profitable operation. In the mean time, those 1000 shares will not be transferable.

With a view to an identity of interests, and in order to render official remuneration contingent on the success of the undertaking, the directors (whose qualification as such will be the continued holding by each of not less than 50 shares), and the committee of management in Australia will not receive any salary, until a dividend or dividends, amounting together to 5l. per cent. on the paid capital, shall have been declared amongst the shareholders (the 1000 shares appropriated, as before mentioned, to the discoverers and projectors, being, for the purpose of dividends, considered as paid up to the same extent as the other, or general shares). The deposit of 2l. per share on 17,000 of the shares in England, will produce a sum of 34,000l. (independent of a similar deposit on the 2000 shares reserved for parties in the colony), which, it is considered, will provide for the purchase of a block of 20,000 acres, and leave a capital sufficient for the purpose of commencing operations upon an efficient scale, and, if deemed expedient, of purchasing, or renting and working, some smaller sections. It is not intended to call for more of the capital than the deposit above-mentioned, unless the directors are fully satisfied of the eligibility of their original investment, and no call, therefore, beyond the deposit, will, in all probability, be made on the shareholders, until the first block of 20,000 acres, or one mine, at least has been secured to the company, with such encouraging prospects as may warrant a bolder outlay, but no call will be made of more than 2l. per share at any one time, nor with less than three months' notice of each call. The profits of the company will be primarily derived from the sale of the copper and other mineral substances, raised from the mine or mines, and the directors are sanguine as to the result, from the ascertained productiveness of the ore, the reasonable expense at which it can be raised, and the cheapness of freight, in consequence of dead weight being always required for ships bringing home wool and other light goods.

It is not improbable that, at a future period, the business of smelting their own ore may be carried on with advantage by the company; nor is it, perhaps, carrying the view too far to point out a prospect of the block of land about to be obtained for this company, becoming the centre of a great mining metropolis in Australia, of which the harbour of Adelaide will be the outlet; a contingency which has doubtless induced the legislature to authorise the governor of the colony, for the time being, in contracting for the sale of these lands, to reserve for her Majesty such portions as may be requisite for the providing of roads, schools, churches, or other places of worship, places of burial, and public recreation, and such other things as may be requisite for adapting the particular spot, not only to the existing or immediate convenience of those who may first establish themselves thereon, but also for giving the greatest practicable encouragement to settlers, and providing, by timely arrangements, for the accommodation of what may be looked forward to as a rapidly increasing population. The affairs of the company will be conducted under a Deed of Settlement (registered according to the provisions of the Act recently passed for regulating joint-stock companies), by five directors in England (aided by a committee of management in the colony), with power to add to their number, and liberty, if requisite, to apply for an Act of Parliament, and a general meeting of the shareholders is to be held once a year, when a statement of the company's concerns will be produced for inspection.

FORM OF APPLICATION FOR SHARES.

To the Provisional Directors of the Australian Mining Company,
No. 1, Adelaide-place, London-bridge.

I request that you will allot to me shares of 20l. each in the above-mentioned company, according to the terms of the prospectus, and I agree to accept the same, or any smaller number of shares that may be allotted to me; and to execute such a deed of settlement as the provisional directors may approve of, and to pay the deposit on the shares allotted to me when required so to do.

Dated this day of 1845. Name
Address (both residence and place of business)
Profession or trade
Reference

* One mass of copper ore has been landed, ex *Augustus*, weighing upwards of 1000 lbs., and, with various other specimens, containing from 30 to 44 per cent. of pure ore, may be seen at the London Docks.

PATENT GALVANISED IRON COMPANY.—NOTICE.

The Attorney-General has given his fiat, and a *scire facias* has been issued to REPEAL this COMPANY'S PATENT (Sole process), which was tried in February last, before Chief-Justice Tindal, in the cause of Paterson v. Holland, and found by the jury to be invalid.—May 9, 1845.

BY HER MAJESTY'S ROYAL LETTERS PATENT.

MOREWOOD AND ROGER'S PATENT METAL.—This article was at first sold under the name of Galvanised Tin Plates, but the patentees finding that the public, in some instances, overlooking the word Tin, confounded the article with Galvanised Iron, and that the character of their metal has thereby sustained injury, are desirous of giving it a name so distinctive as to prevent such mistakes, and consequent disappointment to purchasers, in future. They, therefore, respectfully request purchasers to inquire for Morewood and Roger's Patent Metal. In order to enable the public readily and at first sight to distinguish between the two metals, it may be well to inform them, that Galvanised Iron has a plain zinc-like appearance, while M. and R.'s Patent Metal has a smooth crystalline surface.

MOREWOOD AND ROGER'S PATENT METAL. Patented by the Admiralty and the Honourable Board of Ordnance, being extensively used in her Majesty's Dockyards, at the Tower, the extensive new fire proof warehouses of the Liverpool Docks, and elsewhere, for every variety of roofing, and other purposes, where a strong, light, cheap, and durable material is required.

It has been found by experience, that this article is beyond all comparison superior to zinc; possessing, as it does, all the advantages arising from the strength and firmness of iron, combined with perfect immunity from rust; whilst it is free from the very serious objection which applies to zinc—viz., its contraction and expansion, consequent upon every change of temperature, and from which circumstance leakage must of course result. This material is not likely to be destroyed by fire, as is the case with zinc and lead, which melt and run down, thus freely admitting fresh air to the fire, and causing it to burn more fiercely. It is, therefore, obviously well adapted for all the purposes above-named, and most importantly so, when there is the possibility of fire. It is also peculiarly suitable for chimney-tops, gutters, spouting, and out-door work generally, possessing the strength of iron, without its liability to corrosion. It is by far the most economical metal roofing that can be obtained, in consequence of its strength, as it may be laid without boards, and upon the lightest rafters.

This mode of preserving metal from rust does not only apply to sheet-iron, but also to manufactured iron in any form, as bolts, nuts, hinges, nails, &c., &c.
For full particulars apply to S. Holliday, 34, Gracechurch-street.

SOCIETY FOR THE ENCOURAGEMENT OF ARTS, MANUFACTURES, AND COMMERCE.

PRESIDENT.—His Royal Highness the PRINCE ALBERT, K.G., &c.
The NEXT GENERAL MEETING of the Society will take place on Wednesday evening, the 21st instant, at Eight o'clock precisely.

DISTRIBUTION OF REWARDS.

His Royal Highness the President has been graciously pleased to signify his intention of presiding at the ANNUAL DISTRIBUTION of the Society's REWARDS on MONDAY, the 2d of June.—The chair to be taken at Twelve o'clock.

DISTRIBUTION DINNER.

The Vice-Presidents, Chairmen of Committees, and Members, with their friends respectively, will afterwards DINE together at the BRUNSWICK TAVERN, Blackwall, at Half-past Five o'clock.—Sir J. John Guest, Bart., M.P., Vice-President, in the chair. Tickets, One Guinea each, to be had at the Society's House up to the 31st May inclusive, between the hours of Nine and Three.
Adelphi, May 15, 1845.

By order, FRANCIS WHISHAW, Secretary.

LIST OF PRIZES FOR SESSION 1845-1846.

THE ROYAL SCOTTISH SOCIETY OF ARTS proposes to AWARD HONORARY MEDALS, and PECUNIARY PRIZES, for approved communications.—No PRIZE to EXCEED THIRTY SOVEREIGNS.

The attention of the Fellows and of the Public is directed to Inventions, Discoveries, and Improvements in the MECHANICAL and CHEMICAL ARTS in general, and also to such as by the NATURAL PRODUCTIONS of the COUNTRY may be made more available, and, in particular to—

1. Inventions, discoveries, and new processes in the useful arts.
2. Inventions, processes, or practices from foreign countries, not generally known or adopted in Great Britain.
3. Notices of processes in the useful arts actually practised in this country, but not generally known.
4. Practical details applicable to the useful arts.
5. Practical details of public or other undertakings of national importance—not previously published.
6. Methods of economising fuel, gas, &c.—of preparing superior fuel from peat—of preventing smoke and noxious vapours from manufactories—of warming and ventilating public edifices, private dwellings, ships, &c.—of constructing buildings on the most correct acoustic principles—of constructing economical and salubrious dwellings for the working classes, especially in towns—of glazing brasses in colour to the French.
7. Inventions or improvements in the manufacture of iron and other metals, simple or alloyed; in the making and tempering of steel—in ornamental metallic casting—in Calotype, Daguerreotype and Electrotype—in the production of artificial light as nearly of the quality of day-light as possible—in the dissolving of caoutchouc, and applying it to useful purposes—in the preparation of lime and plaster for fresco painting, and in appropriate tools for laying the plaster with precision—in electric, voltaic, and magnetic apparatus—in artificial pavements—in balance or pendulum time-keepers—in screw-cutting—in dissolving—in wool-cutting, and other methods of illustrating books to be printed with the letter-press—in printing from wood-types, &c.—in printing-presses—in stereotyping, and in cleaning the plaster from the types—in furnaces and other apparatus used in stereotyping—in type-founding—in the composition of printers' rollers—in engraving on stone—in the application of Daguerreotype and Calotype to the stone for lithographic printing—in ship-building, with regard to ventilation, both for the crew and the timbers—in currying and tawing of leather—in glass and porcelain, whether for useful or ornamental purposes, especially for the manufacture of glass pipes for conveying water, gas, &c.—in stationary and locomotive engines—in railway carriages, and particularly in their axles—in railway telegraphs and signals—in smith work and carpentry—in tools, implements, and apparatus for the various trades.

Also the KEITH PRIZE, value Thirty Sovereigns, for some important "Invention, Improvement, or discovery, in the useful arts, which shall be primarily submitted to the Society."

GENERAL OBSERVATIONS.

The descriptions of the various inventions, &c., to be full and distinct, and must be written on foolscap paper, leaving margins at least one inch broad, on both the outer and inner sides of the writing, so as to allow for their being bound up in volumes; and, when necessary, accompanied by specimens, drawings, or models. All drawings must be on imperial drawing paper, unless a larger sheet be requisite. The drawings, letters, or figures of reference, should be in bold lines, or deeply coloured, so as to be easily seen from some distance when hung up in the hall of meeting.

The Society shall be at liberty to publish in their Transactions copies or abstracts of all papers submitted to them. All models, drawings, &c., for which prizes shall be given, shall be held to be the property of the Society—the value of the model being taken into account in fixing the amount of the prize.

Communications, models, &c., to be addressed to James Tod, Esq., the secretary, 21, Dublin-street, Edinburgh, postage or carriage paid, and are expected to be lodged on or before 1st October, 1845, in order to ensure their being read and reported on during the session, the ordinary meetings of which end in April, 1846.—Copies of this list of prizes may be had from the secretary.

By order of the Society, JAMES TOD, Secretary.

PROVIDENT CLERKS' ASSOCIATION, 42, MOORGATE-STREET.

STREET.—It is intended to celebrate the First Election of Annuitants, on the 28th of May, by a PUBLIC DINNER on that DAY, at the London Tavern, at Five for Six o'clock precisely, in aid of the Benevolent Fund.

JOHN ABEL SMITH, Esq., M.P., Treasurer, in the chair.

- STEWARDS.**
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| B. Heath, Esq., Governor of the Bank of England | Sir John Lubbock, Bart. |
| W. R. Robinson, Esq., Deputy Governor of the Bank of England | George Lyall, Esq. M.P. |
| John L. Anderson, Esq. | W. Lyall, Esq. |
| Thomas Baring, Esq. M.P. | James McKillop, Esq. |
| James Blyth, Esq. | C. J. Manning, Esq. |
| John Brightman, Esq. | Stewart Majoribanks, Esq. M.P. |
| D. P. Chapman, Esq. | John Masterman, Esq. M.P. |
| Thomas Chapman, Esq. F.R.S. | Daniel Mildred, Esq. |
| W. Collins, Esq. | Edward Moxhay, Esq. |
| W. Cott, Esq. | James Pattison, Esq. M.P. |
| Thomas Dent, Esq. | Christopher Pearce, Esq. |
| R. Durant, Esq. | G. Pollard, Esq. |
| Thomas England, Esq. | Sir John Frie, Bart. |
| John Gay, Esq. F.R.C.S. | John D. Powles, Esq. |
| J. W. Gilbert, Esq. | W. G. Prescott, Esq. |
| George Carr Glynn, Esq. | Sir Charles Price, Bart. |
| Samuel Gregson, Esq. | Sir J. R. Reid, Bart. M.P. |
| Sir John Hall, K.C.B. | A. W. Roberts, Esq. |
| Thomson Hankey, jun., Esq. | W. Ratnay, Esq. |
| James Hay, Esq. | Baron Lionel N. de Rothschild |
| George Hibbert, Esq. | J. Sheridan, Esq. M.D. |
| Frederick Huth, Esq. | George Shore, Esq. |
| P. N. Johnson, Esq. | W. Stuee, Esq. |
| T. W. Jones, Esq. M.D. | Alfred Smea, Esq. F.R.S. |
| John Labouchere, Esq. | Martin Tucker Smith, Esq. |
| E. Lawford, Esq. | Tooke, Esq. F.R.S. |
| | W. Thorneycroft, Esq. |
| | D. W. Wire, Esq. |

BOARD OF MANAGEMENT.

Chairman—Mr. GEORGE THOMAS.
Deputy-Chairman—Mr. RICHARD HENRY JONES.
Mr. John Clarke
Mr. George Hudson
Mr. William Jeremiaah Jordan
Mr. Charles Lloyd
Mr. John W. Welch.
Mr. William Matland
Mr. Samuel Noddy
Mr. Henry Blon Reynolds
Mr. William Stanhope Sawtell

Tickets, 15s. each, may be had of the stewards; also at the offices of the association, 42, Moorgate-street; or at the London Tavern.

Additional Lists of Stewards will be advertised.
GEO. THOMAS, Chairman of the Board of Management.

THE PROVIDENT CLERKS' MUTUAL BENEFIT ASSOCIATION AND BENEVOLENT FUND, No. 42, MOORGATE-STREET.

TAKESTERS.
Thomas Baring, Esq. M.P.
Thomson Hankey, jun., Esq.

Treasurer of the Benevolent Fund—John Abel Smith, Esq. M.P.
Forms of proposal for mutual life assurance to meet every contingency, annuities, endowments, loans, &c., the fourth annual report, and every information, may be had at the offices, where donations and subscriptions to the Benevolent Fund will be received.
April 26, 1845.

THE PROVIDENT CLERKS' MUTUAL BENEFIT ASSOCIATION AND BENEVOLENT FUND, 42, MOORGATE-STREET.

Treasurer—John Abel Smith, Esq. M.P.
Notice is hereby given, that the ELECTION of TWO ANNUITANTS, being widows of clerks, will take place at the London Tavern, on WEDNESDAY, May 28.—The chair to be taken at Eleven o'clock.
GEO. THOMAS, Chairman of the Board of Management.

THE PATENT SAFETY FUSE.

FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the SAFEST, CHEAPEST, and MOST EXPEDITIOUS MODE of effecting this very hazardous operation. From many testimonies to its usefulness with which the manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c.:—"I am very glad to hear that my recommendations have been of any service to you; they have been given from thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this." Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVENPORT, Cornwall.

TO ENGINEERS, RAILWAY CONTRACTORS, MINING AGENTS, IRONMASTERS, AND OTHERS REQUIRING FINE GREASE FOR MACHINERY AND AXLES of every description.—SEMPER PERCIVAL'S IMPROVED ANTI-FRICTION GREASE is better trials on machinery and axles of every kind where constant friction is kept up—admitted to be the most useful, economical, and best preparation of the kind ever offered to the public.

References to scientific and practical men can be given, and testimonials shown of its great excellence.—Samples forwarded on application at the manufactory, Green-street, Wellington-street, Blackfriars-road, London.

Expressly constructed, engraved, and coloured, by Messrs W. and A. K. Johnston (Geographers to the Queen).

AUTHENTIC MAP OF ALL EXISTING AND PROPOSED RAILWAYS IN GREAT BRITAIN, to the present date—size 29 by 19 inches—Presented GRATIS to every six months' subscriber to the "SCOTTISH RAILWAY GAZETTE, AND JOURNAL OF BANKING, INSURANCE," &c.—Subscription, half-yearly, 11s.; single paper, 4d.—Offices, where orders and advertisements are received, 67, North-bridge, Edinburgh, and 14, Brunswick-place, Glasgow.

Just published, part I.

COMBUSTION OF COAL, CHEMICALLY & PRACTICALLY CONSIDERED.

With coloured plates.
By CHARLES WYLLIAMS, Esq.
London: Simpkin, Marshall, & Co., and J. Weale—Birmingham: Wroughton & Webb.

PARIS AND LYONS RAILWAY (LAFFITTE'S COMPANY).

—Notice is hereby given, that all the shares unapplied for by the original holders, have been allotted to other parties; and the whole capital, amounting to 300,000,000 l. (£3,000,000 sterling), has been subscribed for.

By order,

AD. AIME, Secretary.

IRON FOUNDRY.—TO BE DISPOSED OF, the present proprietor retiring from business, a FIRST-RATE IRON FOUNDRY in London, now in full work, and a MANUFACTORY. The premises are most desirably situated, admirably adapted for business, and comprise, in addition to the foundry (which has a separate entrance and gateway), a capital dwelling-house, coach-house, and stables, with every accommodation for the residence of a respectable family.—For particulars apply by letter, pre-paid, to "A. B.," at Messrs. Drew and Wodderspoon's, 17, Portugal-street, Lincoln's Inn-fields, London.

TO MINERS AND ENGINEERS.—ON SALE, TWO NEW CAST-IRON PUMPS, 12-inches bore by 5-feet stroke, with the necessary buckets, clacks, wheel shafts, cranks, quadrants, pipes, rods and bolts, for working two lifts in a mine—about 180 feet each lift; the pipes are 4-feet long, and 13-inch bore, of wrought iron, about 8-mch thick; also a new cylindrical BOILER, in plates, 26 feet long by 7 feet diameter, with the necessary pipes and furnace-bars. The whole can be delivered immediately, and may be sold in separate lots.—For further particulars apply to A. W. Powles and Co., 4, Water-street, Liverpool.

NOTICES TO CORRESPONDENTS.

"D. V. P. T." will find the information he requires in our share list, which, on inquiring into the several particulars mentioned, we have ascertained to be perfectly correct.

THE MINING JOURNAL

Railway and Commercial Gazette.

LONDON, MAY 24, 1845.

Having last week remarked on the affairs of the West Wheel Jewel Mining Company in terms, with reference to the accounts, which could not be well misunderstood, we avail ourselves of the earliest opportunity which presents itself in setting matters straight, as affects the balance in the hands of the pursuer—215l. 8s. 2d.—which was assumed as assets, while, from the statement made by Mr. HARVEY, at the meeting, it would appear that a balance was due from the company, and thus the accounts rendered were delusive, in assuming assets to exist when debts were due. We thought it necessary to note the circumstance, as a lesson to other boards of direction, that they should understand the position in which they are placed as to debts and liabilities, and not, as in this case, submit accounts, which, on the representations made, were fallacious. It is now only due to the board of management to state, that, at their invitation, we have personally examined the accounts and correspondence of Mr. CARDOZA, and we regret, for his sake, that we feel it a duty imposed on us to say, that never have we perused accounts so much in detail and so little satisfactory as those presented by that gentleman, and which he has put forward as a set-off against the claims of the company, for monies received by him in his capacity as pursuer. The account is a curiosity of its kind, and will amuse any of the shareholders who may have a waste half-hour on their hands. It may be further observed, that the account was only rendered when the pursuer was dismissed the service of the company, and then it travels back some two or three years—the accounts having been regularly transmitted monthly from the mine, and rendered to the proprietors annually, with sundry items for count-house fare, and extras, making up a "tottle" of about 180l.; in addition to which are certain charges for trips to town, tavern expenses, &c. Some of the accounts which we have seen, with the correspondence, are highly discreditable, while we regret being thus called upon to note a matter which should have been confined to the office, but made notorious by the folly of the party. We are informed there are assets in the hands of Mr. HARVEY and the company equal to the amount in default, which has now been standing over some two years; and we trust, for the credit of all parties, that an arrangement will be come to, and further exposure thus avoided.

The promptitude and decision which have especially marked and distinguished the discussions in the India House, and at the Board of Control, respecting Indian railways, and the apparently early and undoubtedly satisfactory issue to which they have been brought, might occasion some surprise to those who have been accustomed to the tardy and tedious process usually attending the consideration, by public bodies, of similar measures.

Great credit is, undoubtedly, due to the directors of the East India Company, for the cautious, at the same time just and liberal, determination they have come to, while of the ulterior result little doubt can be entertained. We are unable, upon the present occasion, to do more than briefly refer to the circumstances which have brought about this important means of extending our commerce, and strengthening our hold of British possessions in the East; and, in a future Number, shall enter more fully into the details of the plans, by which it is proposed to carry out the intentions of the East India Company and her MAJESTY'S Government.

It appears, that, as far back as 1841, Mr. STEPHENSON commenced collecting materials and otherwise preparing the way for the introduction of railways, the extension of steam navigation, and other public works in India—that in 1842, he established an office in London, to supply the information required by engineer officers in the East India Company's service, and to facilitate their availing themselves of the court's permission, to travel and inspect the public works of England, at the court's expense, with a view to their application to the service of the East India Company on their return—that in 1843, he went out to India to edit a newspaper, as affording the means of acquiring local information, and more effectually forwarding the object in view—that one of the first steps, on arrival in India, was to apply to the Governor-General, for permission to have access to the public records and documents which had reference to the public works of the country—and, moreover, during his residence in India, collected materials, in regard to the trade along the principal lines, the cost of conveyance, &c., and familiarised the public mind, through the medium of the native journals and otherwise, with the advantages derived by other countries from the use of railways and steam navigation. It would also appear that he had the facilities afforded him of acquiring much valuable information from the officers in the service, as well as from native merchants—collated, wherever practicable, authentic data respecting the levels, and nature generally of the country to be traversed—and, so soon as the Government appreciated the importance of the measure, promised their co-operation, and gave both private and public assurance of their earnestness and sincerity, he returned to England, to obtain the confirmation of approval, and the necessary official intimation of the intention to support and protect the undertaking on the part of the East India Company and of her MAJESTY'S Government, as well as to complete the arrangements for establishing a Joint-Stock Company, having been engaged between three and four years upon it, and expended a considerable sum of money in bringing it to its present stage. In January, 1844, while in India, Mr. STEPHENSON published a *Railway Map of India*, showing the general direction of the most desirable and practicable lines, and commenced a series of papers on the subject, which are referred to in his report. This map was circulated in England early in 1844, and, doubtless, gave rise to other schemes being brought forward.

In the latter part of last year this gentleman reached England, and consulted the chief commercial men upon the course to be adopted, as most conducive to the effectual accomplishment of the object in view. Great objections were raised (owing to the extent of railway speculation at home), and much indisposition evinced, to entertain the question at among the particular class of men whose opinions on such subjects were considered most valuable; but, after perusal of the report and documents, the matter appears to have been cordially taken up, and a private committee formed, from among the principal persons connected with India, for the purpose of promoting the undertaking, as one of avowedly paramount interest to both

countries. Frequent interviews and correspondence have taken place with the authorities, and the sequel is already known to our readers. The court of directors of the East India Company, and her Majesty's Government, have decided upon giving every possible encouragement to the undertaking, and are about to incur a heavy expense, to verify their impressions of the advantage and practicability of the measure, and a company, consisting of the most respectable commercial men, and others, connected with India, is in course of formation, with an influential board of directors, to carry out the intentions of the East India Company.

The amount of business with which the numerous schemes of railway extension has saddled the House of Commons is totally unprecedented, and the overwhelming weight of these bills, in addition to the private and general public business, is causing such a chaos of confusion and delay in its transaction that it will be absolutely necessary some means should be adopted, by which it may be expedited. On Thursday last the various committee-rooms of the House of Commons presented a scene of bustle and excitement, not without the usual concomitants of ill-feeling which require to be seen to be described; there were thirteen committees, consisting of sixty-eight members, before whom were sixty-five railway bills for adjudication, affecting property to an immense amount. These sixty-five bills were opposed by at least 1000 petitions, involving the expense attendant upon their presence and the delay in the examination of 2000 witnesses, with the host of counsel, attorneys, and agents, necessarily attendant under such circumstances. Among the projects "grouped" in the several committees, are those which are struggling through the "standing orders" and "petition" committees, and, on the day mentioned, thirty-six railway bills stood for reporting. In addition to the enormous amount of business thrust upon the House by these railway bills (nearly all of which are competing or opposed lines) there are petitions for 343 private bills before the two Houses, of which 250 only had been read a second time previous to the Whitsuntide recess, only thirty-nine had passed the Commons, and but thirteen to which the Royal Assent had been given. A great difficulty is found in the appointment of competent parties for fresh committees, and, notwithstanding the large amount of remanent cases, it is expected no more bills can be grouped until another month has elapsed. The promoters of many contested lines do not expect to make any way until next year; there are no less than fourteen bills involving the question of the broad or narrow gauge, a question which will eventually be productive of the most conflicting evidence on their several merits. Mr. ROBERT STEPHENSON's examination on this subject extended over a period of two days, and Captain MOORSOM, on some of the west of England projects, was subjected to a cross-examination which concluded on Wednesday last, of three days and a half. It is now fully anticipated, by persons of considerable practice in Parliamentary affairs, that this herculean amount of labour cannot by any possibility be got through in the present session, and, as the daily projected lines are continually adding to the heap, unless some decisive measures are adopted, a vast amount of injury and even ruin will be effected.

In last week's Journal we animadverted, at some length, on a notice, which appeared in the *Railway Herald* of the previous Thursday, announcing that the hopes of PILBROW's atmospheric railway plan had been "knocked" on the head in France. We are glad to find that our contemporary has discovered and acknowledged the error into which he had fallen, and which, we trust, will teach him a lesson in future, not to give hasty publicity to statements which, as in this instance, may prove so eminently calculated to injure the progress of a plan, possessing considerable merit in a scientific and economical point of view, and which he, this week, again very warmly supports. As, in the concluding sentence of his somewhat thoughtless remarks of Thursday last, he observes that we did not hesitate to vituperate him, without inquiring into facts, we think it as well to remark, that the paragraph alluded to contained no reference to authority whatever, but published as an entirely gratuitous paragraph on the part of the Editor—written, as it would appear, with haste, and founded in error. He now acknowledges "that, although M. CHAMBEROI's letter was written to convey the impression, that Mr. PILBROW's agent had given way to him, and begged him to suppress his reply, does not, on close examination, bear out that view, which is, indeed, totally unfounded." A letter is also published, from Mr. W. MASSEY BEVAN, contradicting the truth of the article, in the most emphatic manner, and alleging, as the only reason why a counter-statement did not appear in the French railway paper, was the refusal of the Editor, who was unwilling to commence a controversy which he considered might be endless.

BOLANOS MINING COMPANY.

[FROM A CORRESPONDENT.]
This company's share of profits in eleven months (April, 1844, to February, 1845, both inclusive) is £66,024
Assume March profit to be \$30,000—the company's share, 7-12ths, is £17,500

Total profit in twelve months £83,524
Note.—The company's accounts are made up annually in Mexico to 31st March.
\$83,524 is 16,700*l.*, which sum would provide 1*l.* per share for the 13,960 shares £13,960
And leave for London expenses and reserve fund £2,740

Total £16,700
Besides adding, in the twelve months, upwards of \$55,000 to the company's claims against the mines now exploring, and which, in the event of success, is to be first repaid, and leaving the "working capital" \$107,221, as stated by the manager, March 31, 1844, still in his hands, free.

The last advices describe very rich workings in the "disputed ground," which has by some been read unfavourably, under the erroneous supposition that the company's interests are involved in the dispute; it refers to a narrow strip of ground, between Malancho and San Nicolas, claimed by the respective owners of each mine. But the company has the same interest in each; therefore, cannot be injured, but, if determined in favour of Malancho, would be benefitted, by receiving the whole of the proceeds, till the large debt of that mine to the company is repaid.

SHARE MARKET.

BRITISH MINES.—An increase has taken place during the past week in some British mine shares, owing to improvements in the mines. Wheel Sisters has advanced to 100; here they have discovered a copper lode, four feet wide, and there is at present every prospect of her making a good mine. At Wheel Mexico, a lode of silver is being worked, from which, on Thursday last, they raised 100*l.* worth, and left as much more in sight. Considerable improvement has also taken place in St. Austel Consols on Williams's lode driving east, which is now from two to three feet wide, producing black and yellow ores, and is in general of a more promising appearance than has ever yet been seen in this mine. Wheel Prospect has reached 13, and Caradon copper mine shares have advanced from 3 to 7; no large amount of business has, however, been done.

RAILWAYS.—In the railway share market, an unusual degree of firmness, with an upward appearance of prices, has prevailed during the week; business has continued remarkably steady and well supported, and the leading shares find ready sale at gradually improving quotations. In fact, there is an apparent re-action, from the lately greatly diminished business, in all the markets; and as the statistics of railway business continue to be published, so will the confidence of the holders of capital be given to this species of investment—of course, to the paying lines—while the leading new schemes offer great temptation to the speculator. For our quotations, we refer to our share list. We need not wonder at a growing confidence being shown for railway investment, when we find that the increase in the receipts of the twenty under-mentioned lines for the first nineteen weeks of this, as compared with the corresponding period of last year amounts to nearly one quarter of a million.

Birmingham and Gloucester	£19889	London and Brighton	£6928
Chester and Birkenhead	1408	London and South-Western	2749
Eastern Counties	6826	London and Croydon	3652
Edinburgh and Glasgow	5431	Manchester and Birmingham	10359
Glasgow and Greenock	881	Manchester, Bolton, and Bury	2486
Glasgow, Paisley, and Ayr	4954	Midland Company	37187
Grand Junction	21923	Newcastle and Carlisle	3186
Great Western	34063	Prenton and Wyre	2457
Liverpool and Manchester	13868	Sheffield and Manchester	2576
London and Birmingham	22520	South-Eastern and Dover	28437

Original Correspondence.

THE COPPER TRADE.

SIR,—On the 5th of May, I addressed you a letter on this subject, published in your Journal of the 10th. In your editorial remarks, taking a one-sided view, you appear to have completely misunderstood the plain statement I made. I there said, that the rich ores required the poor ores as fluxes, meaning by that, if the smelter had not the rich foreign ores, he probably would not think it profitable to purchase the low-priced Cornish and Irish ores. I never contemplated exporting English ores, with a view to smelting, but said, a great quantity of the foreign ores, of a low per centage, which, owing to the expensive freight and oppressive duty, at present are lying idle at the mouths of their mines, would be shipped whenever foreign smelting establishments were formed. Since then, a letter from another correspondent, dated Liverpool, has appeared, stating that there is an amplitude of coal in America. I am not aware where this coal-field lies, but, should it not be far from the sea, the Americans might soon become formidable rivals to the English smelters. You cannot but be aware that a great many of the poor Cornish mines at present number among their principal adventurers gentlemen connected with the smelting establishments at Swansea, who are interested in throwing round the poor mines a protection sufficient to keep them afloat, sacrificing a little of their smelting capital to give increased value to their mining stock. For a long period an air of mystery has been thrown over copper smelting: innumerable difficulties are said to exist in the manipulation; refining, we are told, is an art of immense nicety and great trouble; in short, every thing that ingenuity and humbug could devise has been put forward to terrify the foreign miner from smelting his own ores. To break this monopoly is not so difficult as many imagine; and, while so many bubble speculations are afloat in railroads, &c., it is almost incomprehensible how a speculation so legitimate and so practicable as the smelting of copper ores (if not in the countries where they are raised, at least in others where coal is equally as plentiful as in England, and freights not more expensive) has not met the attention of British capitalists concerned in foreign mines.
London, May 20. ONE INTERESTED IN COPPER SMELTING.

PROPOSED SPANISH COMPANIES.

SIR,—I read with satisfaction (I may say thankfulness) the frequent sensible articles which I meet with in your paper, and I believe that you would sincerely regret if your Journal should be made the channel of deceiving individuals or the public, and with that feeling I take the liberty to call your attention to the following. I find that your Journal greatly overrates many circumstances as connected with this part of Spain; in particular, I may say, the population, which would, with any economic object in view, take advantage of a line of railroad that may pass from Aviles to Madrid, and I cannot believe that a railroad company would be gainers in carrying coals through the said district, after it passes this neighbourhood, because there are not half a dozen houses between Aviles and Madrid that has a chimney or grates, or any conveniences for burning coals, and there are difficulties and expenses which you may not be aware of—you will find that all the houses in which there is a chance of coals being burnt, contain separate apartments, and occupied by distinct persons, and though some of them may be disposed to burn coals, and may choose to go to the heavy expense of building chimneys, putting in grates, and purchasing culinary utensils, &c., still they must have consent of all the occupiers, because the chimney would have to pass from the bottom to the top of the house; strange also to say, there is a very strong objection to the use of coals for any domestic purpose. The surplus produce of the province of Leon finds its way part by canal and part by road to Santander, and by road to Gijon and other ports, and I cannot believe that those ports would tamely give up their long established trade to a railroad company at Aviles. I am also informed that there is now a certainty of the long talked of road being made across the mountains to Riva de Sella, which is the best port in the north of Spain, and is, on an average, twenty miles nearer the productions of Leon than Aviles or any other port. The port of Riva de Sella was brought to its present perfect state at a cost of upwards of 70,000*l.* I also saw in your Journal a report of a copper lode in the Asturias, from eighty to ninety feet high, towering, crest-like, twenty fathoms, or 120 feet, from the surface. Do practical miners believe in this (as the writer called it) monstrous formation?—the public might, it appearing in your Journal, and without your comment. If I recollect rightly, some months since one of the London daily papers said that an English company had made an offer to purchase the oak timber in the Asturias, and that there were forests containing 70,000,000 or 80,000,000 of timber trees; and, if I mistake not, there was an echo of this in your Journal; I can safely assert that there are not in the whole of Spain anything like that number of oak trees. Believing, as I do, that you will find the foregoing to be facts, I conscientiously warn the public, through your Journal, not to believe reports as coming from, or connected with, this country, until they are confirmed by men of known talent, station, and thorough local knowledge, as otherwise the British capitalists may calculate on returns which may never be realised.
Oviedo (Spain), May 8. A RESIDENT IN THE ASTURIAS.

RESOURCES OF SPAIN—RAILROAD FROM AVILES TO MADRID.

SIR,—Since I wrote you on the 8th inst., I have read your Journals of the 19th and 26th ult., and I heartily rejoice to find that you recommend the public to "mark, learn, and inwardly digest," the projected railroad from Aviles to Madrid. With the best intent do I loudly echo your words, beseeching my countrymen to well mark, carefully learn, and thoroughly digest, every circumstance connected with the proposed railroad from Aviles to Madrid—I mean, before they embark therein.

I find it stated in your paper of the 29th of March, that a revenue of 120,000*l.* per annum would be produced from coals. I do not understand whether it is a revenue from inland or export—if a calculated revenue from export, I think it right to inform you, that the Spanish Government have, in consequence of petitions from the south, taken off the duty from coals; if so, then English coals could be imported into the south of Spain as cheap, if not cheaper, than coals could be sent to Aviles by a locomotive railroad, and freighted from thence to the south of this country. I name this, that you may inquire into the facts, and inform the public, who may be, from the statement in your Journal, calculating on 120,000*l.* per annum on shares taken in this proposed railroad from Aviles to Madrid. If the duty is taken off foreign coal, then it may also affect the 100,000 tons you speak of as being offered to be taken for Algiers.

In your paper of the 19th ult., I find extracts from a letter of an agent of the Asturian Mining Company, and in one of them, I find that the cost price of a ton of coal is stated at less than 2*s.* Mr. Michael Foster reports the cost to be 3*s.* 5*d.* per ton, independent of establishment and agent's charges.—Vide his report, published by C. Mitchell, Red Lion-court, Fleet-street.—The difference is so great, that I have considered it right to call your attention thereto, as it may affect the revenue of the proposed railroad company—I mean, if Mr. Foster is correct, and the duty be taken off coal. In the same extracts, the writer states that dressing lead ores is a novelty in Spain; if he inquires, he will find that lead ores have been dressed from time immemorial in Spain, and that four tons of rich lead ore, or its dressing, is no curiosity there.

I am told that the Government will not permit the engine, castings, iron, &c., for the iron-works at Mieres, to be brought into this country without paying the usual duties, which are, in fact, as you state in your paper of the 29th of March, a prohibition; if so, the transit of iron on the proposed railroad may not be what it was calculated. I have no doubt that you will easily gain proof as to the alteration of duties on coal, and the duties on iron, by application to the Spanish Ambassador or Consul in London. I name the foregoing (and beg your insertion of it), as additional motives for caution to English capitalists, that they may "mark, learn, and inwardly digest," the report which may be sent from this country, nor be misled by seeing "Don Jose Salamanca" as chairman, or "Lieut.-Col. W. P. Partington" as secretary.

I shall be happy if I find these well-intended remarks echoed from your Journal by the *Times* and other influential papers.
Oviedo (Spain), May 10. A RESIDENT IN THE ASTURIAS.

PATENT KINDLE ENGINE.

SIR,—In the *Year Book of Facts* for 1845, page 218, a description of a well-known philosophical apparatus, the "hydrogen jet upon spongy platinum," which has been for many years in use for kindling the light of a taper or lamp is given as a new invention, patented (!) for the purpose of producing instantaneous light, and the article is headed "The Patent Kindle Engine." Looking at the title, the reader is led to suppose that some new engine for the purpose has been invented; the paper appears to be an extract from the *Paisley Advertiser*. Surely, the Editor of the

Year Book of Facts must, or should be, well acquainted with the hydrogen jet instrument, which is common in almost every chemical shop both in London and Paris, and has been so for many years, and from which the patent kindle engine does not differ in any way.

A CONSTANT READER.

ON THE SAFETY OF SUSPENSION BRIDGES.

SIR,—In the last Number of your scientific Journal I read, with much pleasure, the letter of "Humanitas," on the safety of suspension bridges, and have no doubt but the unfortunate accident of the Yarmouth Suspension Bridge will be the cause of a considerable degree of anxiety being manifested, as respects the safety and durability of the suspension principle. But time has, in some measure, solved that question, as it is now nearly thirty years since Captain Brown (now Sir Samuel Brown) took out a patent for the construction of chain suspension bridges; and in the year 1819 that gentleman constructed the Union Bridge across the river Tweed, near Berwick, which, I believe, was the first large suspension bridge erected in this country, being 449 feet span. "Humanitas" gives the late Thomas Telford the credit for "being the first to design and construct large suspension bridges in this country, and (he says) produced the proud monument of the Menai Bridge." I differ with "Humanitas" in this particular, as the Menai Bridge was not completed till the year 1826—being seven years after the Union Bridge; and I am sorry to say that it is anything but a monument of fame to the late Mr. Telford's abilities as an engineer, as the oscillating motion of that structure is so great at times that it is very dangerous to pass over along it; in fact, a few years since, it was so impaired by its own motion, that it had nearly tumbled down, and has cost a large sum of money in repairing and strengthening it. I further disagree with "Humanitas" respecting the span of the Hungerford Bridge: he says that it is "considerably the largest span of any bridge in the world." The wire-rope suspension bridge at Freiburg is 885 feet span—the Hungerford is 676 feet span. You will perceive it is short by 209 feet. The comparative span, weight, and cost, of the three largest suspension bridges in Europe are:—

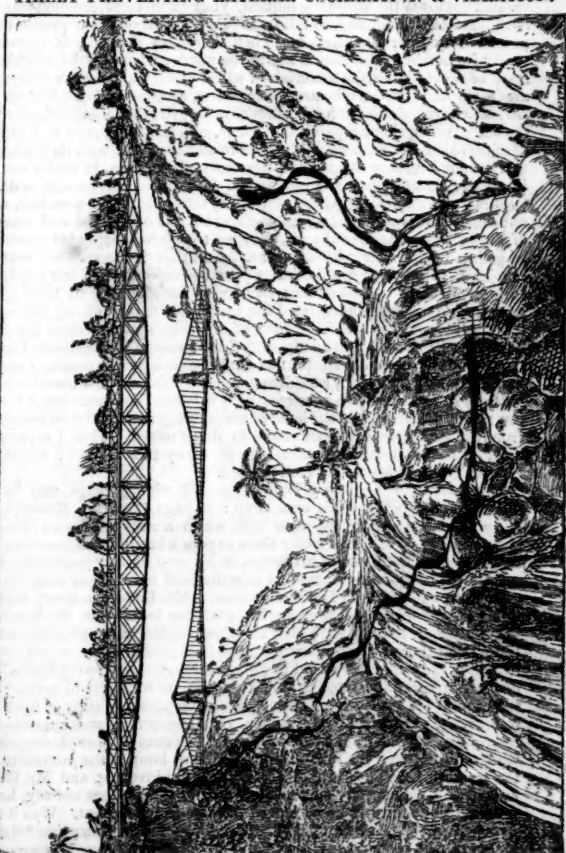
Freiburg (wire-rope) .. 885 feet span ..	902,572 lbs. weight ..	£107,000 cost.
Hungerford (chain) .. 676 ..	1,601,600 ..	£106,000 ..
Menai (chain) .. 576 ..	3,987,664 ..	£120,000 ..

Thus it will be seen, there is much in favour of the wire-rope suspension as regards size, weight, and cost; but there is another curious fact: although this bridge is so much longer in the span than either of the other two, yet the lateral oscillation is not so much. I perfectly agree, Mr. Editor, with your remarks in reference to "Humanitas's" letter, and the cost of the bridges you have named, as well as the improvements made by Mr. Andrew Smith on suspension bridges, for the purpose of preventing lateral oscillation and vibration, and of galvanising the iron-work, to prevent oxidation. I have seen some bridges of Mr. Smith's construction, and they appear perfectly free from that disagreeable motion in the common suspension bridges, while I am perfectly satisfied that the lateral oscillation is the greatest enemy to suspension bridges.

In the same Number of your Journal follows a letter from Mr. Edward Gardner, of Armagh foundry, respecting Mr. Dredge's suspension bridges, and endeavouring to prove that Mr. Dredge's principle is the best; and has referred to those suspension bridges erected by Mr. Dredge in the Regent's-park as an example. In consequence of Mr. Gardner's letter, I have examined those bridges, and I find them in a very unsafe, and I may add disgraceful, state, as they do not look as if an engineer had any thing to do with them; indeed, I would strongly advise Mr. Gardner to examine them before he attempts to write about them again.

May 15. AN ENGINEER AND SUBSCRIBER.
[The subject is one of considerable importance, and will doubtless attract further attention. Perhaps our correspondent will give us the proportionate widths of the several bridges referred to by him, and also note the comparative engineering difficulties or advantages attendant on each, as well as the relative cost of the iron employed. We have to direct attention to the letter of Mr. Andrew Smith on the application of wire-rope, which appears in our columns of to-day.]

ANDREW SMITH'S PATENT GALVANISED WIRE ROPE AND CHAIN SUSPENSION AND PARABOLIC TENSION BRIDGE, ENTIRELY PREVENTING LATERAL OSCILLATION & VIBRATION.



SIR,—I herewith send you a perspective sketch, or side view, of my improved suspension bridges, as applied in crossing a deep ravine; in the application, as represented above, you will perceive that one of the bridges is shown without suspension piers, as it is obvious, they are quite unnecessary, where there is sufficient depth in the ravine or cutting—thus saving considerable expense in the construction. I am sorry that you have not space in the present Number of your Journal for a plan, section, and other details of this bridge, as your readers would then perceive that the lateral oscillation and vibration is prevented, in consequence of the parabolic form and tension of the plan. If you can find space in an early Number, I shall be happy to supply the details.
Works, Milwall, May 16. ANDREW SMITH.

MINERAL RESOURCES OF IRELAND—ARIGNA IRON COMPANY.

SIR,—A friend at Dublin has transmitted here your last Saturday's talented Journal; in it you refer in encouraging terms to the hitherto unfortunate Arigna Mines; your article has cheered up the hearts of many in this locality. The writer of these few lines, and the honest people about here, feel most grateful for your reference to Dr. Kane's *Industrial Resources of Ireland*. The Doctor has behaved particularly well to Arigna, and the object of my troubling you is to point respectfully once more your kind attention to the Doctor's fourth chapter, and to solicit from you an opinion of what he has stated on the use of turf charcoal in the making of iron. Any one that knows this neighbourhood need not be told that the Arigna property itself abounds in the finest and closest-grained turf mould in the world; many fathoms deep of it have lain waste on the mountains for ages, and that not many hundred yards from the works. If, therefore, this turf charcoal be nearly analogous to wood charcoal, as

has been tested and proved on the continent, it would follow that at Arigna iron could be made, perhaps, not much inferior in quality to Russian or Swedish iron, and certainly superior to any in Great Britain. This affair of the turf is particularly interesting to Ireland, it is true there is plenty of good coal at Arigna, but yet there is vastly more of turf—and cheap as the coal can be come at, turf is still cheaper. If, therefore, Sir, you had leisure to bring your talents, research, and great experience, to bear on this useful and important article in the catalogue of the industrial resources of Ireland, you would, indeed, be doing good service. I may also mention to you, that I have personal knowledge that a superabundance of the best turf charcoal could be landed or set down at the Arigna Works in exchange for lime. Lime is an article of manure almost indispensable to the poor old lands of this part of the country, and gladly would the poor farmers exchange the charcoal for it; the lime could be produced at Arigna for a mere trifle—the limestone and culm being on the spot. In fine, Sir, if there be any meaning in turf coke or charcoal, the Arigna Company would be able to supply all Ireland with better iron than any in Great Britain. Your own Journal has shown that a company is formed to open the communication between Lough Allen and Sligo, on the east of Arigna. In the *Times* of the 30th ult., it will be seen that the Great Western from Dublin to Mullingar will run the rest of the way to Sligo, by Keadue—that is, to the west of Arigna, both roads almost immediately touching the works; and the Shannon Navigation, now open to Limerick and Dublin, completes the ingress and egress of this hitherto locked-up locality.—With sentiments of gratitude for your kind and disinterested recollection of the interests of Ireland, I am, Sir, respectfully, your obedient servant,

Carrick-on-Shannon, Ireland, May 6.

AN IRISHMAN.

[We are happy to find that our endeavours to call attention to the industrial resources of Ireland are not futile; but that the seed occasionally, at least, falls in good ground, and where it is likely eventually to produce the wished-for fruit. We readily acquiesce in the request of "An Irishman," and in an early Number will give some remarks on the turf of Ireland, and its great importance in the arts, with some statistical returns.]

WEST-MOOR EXPLOSION—THE DAVY LAMP—VENTILATION.

SIR.—Absence from home has prevented me till now from seeing, and hastily replying, to the communication of "A. B.," a coalowner and viewer, in the *Mining Journal*, of the 3rd inst. It may suit such gentlemen to write and speak calmly and dispassionately of these fearful catastrophes—big with such vast consequences, here and hereafter, to the temporal interests and future happiness of thousands of our fellow creatures; but I cannot nicely balance the pen, and mince forth trite and common-place platitudes, when scenes and results so dreadful are being perpetually enacted under my eye, which may, without great exertion, be obviated. It is well enough calmly to inquire, and philosophically to investigate, with slow, deliberate steps, any abstract truth in science; but, when the lives of the masses of human beings, and the happiness of numerous families, are immediately involved, these slow and calm investigations are more philosophic than feeling—more like stoic than Christian philosophy—more like hard-hearted, cruel, and immolating doctrines of uncivilized man, than those of a kind, civilized, and Christian philosopher. Philosophic action is better than philosophic deliberations. Time enough has been afforded for the latter, it is time no longer to deliberate. His attempts to gloss over the West Moor inquest, shows the kind of "calm and dispassionate" style he would apply to the subject. That coroner and that inquest record a verdict of "accidental death," before the cause of the deaths, they were sworn to inquire into, could be investigated; and, although the chief evidence before them swears the cause was still a mystery, as they had not reached the place where the cause had originated, yet, still these men swear it was "accidental." And, by way of demonstrating, yet more clearly, that, in the opinion of the coroner, such inquests were of no import and of little legal consequence, in the absence of one of the jurors, he solemnly seats his own servant-man in the vacant chair, perfectly assured, in this difficult and important inquiry, that, as his man had not heard the evidence, and knew nothing of the matter, he would throw a great light on the subject, and act independently of his master and brother jurors, and, on his oath, make a searching inquiry, and return a true and unbiased verdict. This is the coroner's inquest, your calm correspondent has the hardihood to defend, and to tell us to leave the lives of our people to be protected by their jurisdiction. Then he quotes the case at Samuda's works in London. But that is not in the north; where, in the neighbourhood of the collieries, the materials of which coroner's juries are composed, are taken from parties who are, more or less, necessarily dependent on collieries. The population around collieries is the growth of these collieries, and the surrounding shopkeepers and farmers, generally the jurors in accidents of mines, have a great personal interest in standing well with their proprietors; therefore, they are not the persons to depend on, in such cases, for important investigations and judgments. I was once at an inquest on deaths caused by an explosion, where more than thirty lives had been lost, when one of the jurors corrected a witness about the size of the tubs, and diameter of shaft and workings of the pit, showing that juror deeply interested and acquainted previously with the mine. And that is the way we compose our juries; and these are the juries your correspondent is but too happy to praise. Your correspondent having, so satisfactorily to himself and another proprietor, demonstrated the excellence of our mining juries, contrary to the general belief and facts of the case, now conceives it equally right that he should "distinctly deny" the passage of the flame through the meshes of the Davy lamp in an explosive mixture in motion; another fact, fully as well known and demonstrated. Would it not meet his views, without so much trouble, at once to deny in toto another great fact, which we are sometimes simply in the habit of accrediting, that deaths do occur at all from fire damp, or any other cause, in these mines. This, I suppose, he reserves for another communication—so many new views of established facts might have been too much for one.

What says Sir Humphry Davy himself? who, perhaps, may be permitted to be a judge of his own lamp: in page 77 of his *Researches on Flame*, he admits that "the same rush which arrests the flames of explosive mixtures at rest, will suffer them to pass when in rapid motion;" and in September, 1816, one of his lamps, in his own hand, "passed the flame, and ignited the external gas" at a wall-off blower, gas then discharging from one of Lord Durham's mines. Mr. Buddle, a great northern light on the mines, declares, in his evidence before the Parliamentary Committee, in 1835 (2,227), that Davy, on sending a lamp to him, warned him, "that there was no hazard, except in exposing it to a strong current, by which the explosion would be passed through the gauze cylinder." This hazard, Mr. Buddle states, at the same time, he considers to arise, "when the current (of explosive mixtures) is moving with a velocity of from three to four feet per second." Of course, your anonymous and interested correspondent's ("A. B.'s") assertion, that he was once in an explosive current, which did not pass the flame through a Davy lamp, must counterbalance the weight of the authority of the Davy-lamp inventor, and Mr. Buddle, as well as Sir Humphry's fact. Your correspondent does not say, how, in an explosive mixture, he measured the rate of his current. Was it either by a naked light, or by gunpowder? and how does he know that "the operation of this current (explosive), upon the lamp continued for some time, as he had walked a considerable distance, before observing that the current was explosive." Is not this a little in the coal-trade reporter's style? I hope we have not got one of those gentlemen here to deal with. This current, he would have us impressed, had continued some time affecting the lamp, he knew—for he had not observed it. A strange mode this, of knowing anything—it is the way logicians and philosophers generally know the contrary. He admits that coal gas was exploded through a gauze lamp, before the Commons' committee of 1835: he might have added, through a gauze lamp, infinitely finer and safer than any ever used in the mines, containing 1024 apertures in the square inch, while the Davy lamp has seldom more, and generally less, than 784. He might have also added, that Gurney, Murray, Birkbeck, Pereira, and other scientific men, had frequently passed the flame through the Davy gauze, with explosive mixtures of coal gas in motion: these scientific men believing that that gas in composition was similar to the gas of mines. He might have further added these undeniable and important facts, since he did refer to the evidence of that Parliamentary committee—that in Staffordshire, at Greendoch pit, the Davy lamp absolutely passed the flame to the external gas, destroying life—that in another Staffordshire mine, Mr. Forester declared, he had seen the gas of the mine in motion ignite at the Davy lamp—that a father and son in a Cumberland mine, Salton-Low-Bottom, lost their lives from an explosion by a Davy lamp, the gas of the mine being in motion—that eighteen persons certified to the committee, that they also had been witnesses to the Davy lamp passing the flame in another pit in Staffordshire—and that three human beings were all destroyed by an explosion in the William pit, Cumberland, while all were working with Davy lamps; and more recently, on the 3rd of January, this year (he might have added), at the Black Boy inquest, Wm. Ballock swears—"he had seen an explosion

take place from the Davy lamp;" and the explosion at Haswell, we conceive, he might adduce, as having taken place at the Davy lamp, too; for they were working with it, and with no other light, when the explosion occurred, and one of the lamps was found to have had its gauze "heated all around, two inches from the bottom," and a propulsion, of an explosive mixture, through the passage, where it was being employed, was admitted—demonstrating, beyond a doubt, that the Davy lamp, has absolutely, and, therefore, does absolutely, pass the flame, and ignite the external gas in the atmosphere of mines. These undeniable facts, sustained by the report and belief of the committee, before whom they were adduced may well outweigh such very doubtful and anonymous assertions, as those of your interested correspondent. It is a cold-blooded and heartless proceeding, to endeavour to impress on the miserable victims of the mines, so baseless a belief, as the safety of a Davy lamp. It has been scouted and repudiated every where, amongst the continental men of science, as well as those of Britain. It is only interested "A. B.'s," who pretend to deny that the Davy lamp, in explosive mixtures in motion, will ignite the external gas. Experiment and practice have demonstrated it as clearly as any other fact in science; nor can such reasoning, or such facts, of such a writer, for a moment invalidate this truth. But he ventures to give a reason, that the lamp will not ignite the external gas, notwithstanding the fact that it does; because, he says, the gas of mines does not contain olefiant gas; but he forgets that Sir Humphry Davy himself believed that the mineral gases do contain a portion of the carburetted hydrogen (*Davy's Researches on Flame*, pp. 10, 11, and 14), which Dr. Reid Clanny also believed (*Parliamentary Evidence*, 353), and which Professor Bischof not only showed existed abundantly in the German mines—so much, in one instance, as 16 per cent.—and being from bituminous coal, similar to our own, it will as surely be engendered here; but he also proves, by clear, scientific inference, that the very experiments of Sir H. Davy on British mineral gases, where he thought there was olefiant gas, did really demonstrate, and in Bischof's own words—"que, par suite, le gaz de mines, analysé par Davy ait contenu un peu d'hydrogène bicarbonate." This very candid writer might also have, at the same time, informed us that pure hydrogen has been found in the mines (*Parliamentary Evidence*, pp. 5 and 4224), and that sulphuretted hydrogen, which also ignites at the lowest red heat of metal, as at a heated Davy lamp, is found in the northern mines, generated from the abundant iron pyrites of those mines (*Parliamentary Evidence*, pp. 876 and 1853, and *Shield's Report*, p. 10). But, like the Irish culprit, if we bring fifty witnesses to prove they saw the act committed, he will bring at least one to swear he did not see it. So, because Dr. Turner, in an indifferent experiment or two, could not detect the olefiant gas, notwithstanding all the evidence of the other scientific witnesses, that it not only exists in the mines, but others, equally dangerous to the employment of Davy lamps, we must, forsooth, give belief to the negative and least important, evidence, and discredit the positive, clear, numerous, and certain evidences, and act on it to the destruction of life. This is not a "calm and dispassionate" conclusion, at the least. Enough, however, on this point at present; and so much would not have been said on it, but that there is a design amongst the northern coal owners, to adopt almost entirely lamp-working, to the exclusion, if possible, of better ventilation, because it may be somewhat for the moment more costly, notwithstanding the wide-spreading, though insidious, destruction which the former practices would diffuse amongst the mines.

His remark, how little may be known of the underlying strata by boring, I conceive, to be altogether unfounded; for, not only the thickness of these strata, but their composition and exact nature may be thus discovered; which, being taken into consideration, with the dip and the position, in reference to the coal basin, and, where, as in the instance alluded to, the coal-field has already been penetrated, in reference, also, to any general dislocations, or dykes, or other peculiarity, will enable any skillful professional man to predicate, with a great degree of certainty, the difficulties he will encounter in sinking.

When I stated that shafts could be sunk, on an average, at a cost of 15*l.* or 16*l.* per fathom, in the Northumberland and Durham Coal district, I did not say, or mean, that that was the cost of only one item of sinking—labour—as disingenuously pretended to be understood by "A. B.;" it was the entire cost—labour and material, sinking, walling—every thing but the heavy pumping engine, required also for the mine. I ought scarcely longer to reason with a man whose comprehension is so obtuse that he cannot understand, or his disingenuousness so great that he will not understand, a simple truth, enunciated in plain language. As to his absurd statement about 15*l.* or 16*l.* being less than a tenth of the real cost of sinking shafts, or that they cost about 150*l.* or 160*l.* per fathom—making, for a pit like Haswell, 24,000*l.* to 25,000*l.*, or nearly three millions sterling for the shafts of the Northumberland and Durham districts—it is too ridiculous for a moment to be entertained. Such evidence as we have already goes to prove a very different result, and also to show that this gentleman, when making his statements under cover, can, in a "calm and dispassionate" manner, draw largely upon fancy. The coalowners and viewers of the north have always evaded to their utmost any investigation into the expense of shaft-sinking, and it is only by accidental development that this matter has been examined in the north; and I now re-state, that shafts have been sunk in the northern districts—walling and material included—for 6*l.* per fathom eight feet diameter, and 10*l.* per fathom eleven feet diameter; and, on an average, seldom amounting to more than 15*l.* or 16*l.* In all the other districts they are sunk even at a lower rate than this quoted. In Lancashire, we have Parliamentary evidence to show that, though the coal is placed, on an average, about 150 fathoms below the surface, yet they sink shafts, with all their costs, at 10*l.* per fathom (*Parliamentary Evidence*, 3646, &c.); and, in Staffordshire, they sink them for every sixteen or eighteen acres, (*Parliamentary Evidence*, 3027,) inferring a rate of cost much lower. Yet, notwithstanding such facts, and their abundance and diffusion, here we have a coalowner venturing to substitute for them rhodomontade and imagination, and expect us, in a matter so serious, to attach the slightest credit to so interested and irresponsible a party. Such displays of selfish misrepresentation only renders the assumed position of coalowners less tenable. Neither the public nor legislature will be so easily affected. "There is a practical limit (he says) to the size of air-channels, therefore (mark his conclusion) the question resolves itself, not into the quantity of shafts, but the quantity of air you can transmit through these air-channels; and, therefore, on the mysterious size of air-channels below, must be regulated the size and number of shafts."

This gentleman, or I much mistake, knows personally something of Haswell mine; he then knows, at the time of the accident, that the downcast passed upwards of 74,000 cubic feet of air per minute into the mine, but that, from frequent splitting amongst the different districts of workings, in that district where the explosion occurred, there were only supplied for its ventilation about 4200 cubic feet—not one-seventeenth of what entered the mine; that the air, therefore, had been carried away in separate "air-channels," to ventilate distinct portions of the mine—as the engine-pit, the north-east, the north-west, the Brockley-whins, the Meadows-way, workings, &c.—and that these air-channels were too many and too capacious for the shaft supply; for that giving only 1-17th to the broken of the Meadows-way, and affording a rate of current in it of only sixteen feet per minute, it exploded. In this instance, the air-channels and their capacities were clearly too many for the shaft ventilation, and which only along the rollways exhibited an appearance of a full supply, owing to the interior workings being so numerous and expanded. Had the separate main air-channels had separate supplies of air from distinct shafts, instead of each successive split having only half the quantity in the same area as the preceding, there would have been taken upwards of 70,000 cubic feet, instead of 4000, to the Meadows-way working, and to each separate district. I merely name this, to show that he has afforded a reason, rather than the contrary, for an increased number of shafts, that distinct air-channels may carry their full current of ventilation, undivided and unbroken, to the separate districts of the mine, instead of one or two contracted air-pumps, through which to pass the whole supply.

"The greater the quantity of air circulating, the more violent will be the explosion," quoth this representative of the coalowners. Did I not say, there was a design amongst them of substituting lamps for ventilation? and behold one, but not the only indication of it. "The escapes of gas are so sudden," says this gentleman, "that the ventilation only makes it worse. It is the air, not the gas, that makes the explosion: just as a drunken man declares the air to have intoxicated him, it is the air that does the mischief here, too—the more air, the more explosion; therefore, the less air, less explosion—and no air, no explosion." Take this, in conjunction with the attempt to show that the Davy lamp never explodes in any atmosphere—explosive or not, in motion or not—and you have the help to the steps which the coalowners are preparing to adopt to the utmost of their power, provided humanity and the country be not too strong for them. It is surprising, if so little air is requisite, and much is so dangerous, that at all the late inquests the officers of mines should have been so

anxious to prove, that each of their mines, as Haswell, Corbridge, West Moor, and all previous ones, were so well ventilated, and had such tremendous supplies of air. On this gentleman's principle, they were only proving them in the most unsafe condition. Would it not be better that the Legislature, on a similar view, should pass an Act to restrict, not to extend, ventilation? It is evidently the safest mode.

I would not have troubled you with so lengthened a reply, but I know "A. B." speaks the sentiments of many of the viewers and coalowners, and is considered amongst them "a northern light," and as it was my duty to prove my positions, once for all, I have gone hastily over the ground, that this gentleman—the concocter and writer of the *Coal Trade Report*, though in the humble guise of "A. B.,"—might know the views he entertains can never be sanctioned or permitted. A LOOKER-ON.

BRITISH IRON COMPANY.

A meeting of the shareholders in this company was held at their offices, New Broad-street, on Tuesday, the 20th inst., which, if not numerously attended, embraced many of the largest proprietors.

Sir G. DE HOCHFIED LARSEN, Bart., in the chair. The CHAIRMAN, with some few words of introduction, proceeded to read the report on the state of the affairs of the company, embodying therewith that of the committee, as follows:—

REPORT.
The present is an annual general meeting of proprietors, held in pursuance of the Deed of Settlement and regulations of the company. At this meeting two directors—viz., Mr. Crawford and Mr. Ravenshaw—will go out of office; and, as the requisite notices have been received, resolutions will be proposed that they be again elected. In consequence of the resignation of Mr. Wilson, a resolution will be proposed that Mr. Benjamin Harding, who has given the requisite notice, be elected a director in his room. The auditor going out of office is Mr. John Simm Smith, who will be proposed for re-election. A report of the receipts and disbursements of the company in the half-year ending 31st December last, and the balance-sheet of that date, both signed by two of the auditors, are laid upon the table. The balance-sheet shows the following as the state of the company's affairs at that period—viz.,

Debts due by the company on promissory notes	£109,000 0 0
Interest on the same	461 9 6
To other creditors	6,774 9 5
Making together	£116,235 15 11
Against which were the following assets—viz.,	
Cash and bills in hand	£2250 12 2
Debts due to the company	648 6 2
	£2,898 18 4

Which, deducted, leaves a balance of debt due by the company on the 31st December last of £113,337 3 7. As the balance on the 4th July was £103,121*l.*, the reduction of the balance of debt in the half-year was £10,216*l.*, besides providing for interest upon the debt and charges, amounting to £180*l.* 8*s.* 7*d.* The amount received on calls in the half-year was £7,401*l.* 17*s.* 2*d.*, and the amount of promissory notes paid off was £5,021*l.*, and of interest £314*l.*

Since the 31st December the amount received for calls is 78,000*l.*, out of which promissory notes, amounting to 61,000*l.*, and interest, have been paid off, leaving the balance of notes outstanding 48,000*l.*, which will be speedily further reduced by the payment of 15,000*l.* becoming due early in the ensuing month, after which the amount of notes outstanding will be only 33,000*l.* The directors heartily congratulate the proprietors that the very formidable debt under which the company laboured for so long a period, has now been reduced to comparatively so small an amount.

The committee appointed by the last general meeting of proprietors have met many times to determine on cases submitted to them for compromise; and, although not yet in a position to make any detailed report upon the whole of these cases, they have submitted the following statement of the result of their labours generally, to the present time, for the information of the proprietors:—They have compounded upon 793 shares, on which, including the estimated extreme liability for future calls, the company's claim was £24,971*l.* for the sum of 10,193*l.*; and they have had further cases before them, embracing 705 shares, upon which offers of compromise have been made, but the terms are not yet present agreed to. Of the remainder of the shares in default, a large portion has been brought under the notice of the committee; and they regret to be obliged to state, that this balance includes many cases in which, but very little, and many in which nothing whatever, is likely to be received. The amount of arrears now outstanding, upon calls made previously to the one in course of payment, is 95,361*l.*, on 3850 shares. The committee regret to state, that there is one class of defaulters—viz., those whose arrears are of large amount, but whose offers of compromise are very small, and yet who (according to the best information which the committee can obtain) are not in a condition to pay more, and against whom proceedings at law would have no useful effect, but, on the contrary, would be likely to take away their ability to pay even the small amount offered. As to these, it is the decided opinion of the committee that such compromises should be accepted, but the committee will, of course, be most careful to accept no offer, in any case, where they are not satisfied that it is the best the party has in his power to make.

In the course of the proceedings, which were necessarily of a confined nature, having only reference to the pecuniary claims on the company, with a view to its being brought to a close—the CHAIRMAN stated that a call of 2*l.* per share, at the utmost, he considered, would be fully ample to liquidate all claims.

With reference to the arrears of calls, it was observed by a Member of the Committee appointed to effect an arrangement with the parties in default, that every care had been observed so as to secure the best terms, and that in no case where it could be proved the parties were in a position to pay the just claims of the company, had any compromise been made. It was difficult—as was it a delicate point—to determine the ability of parties, and he had no hesitation in saying, that there were certain shareholders who had not paid up their calls, who had offered to compromise on such terms as the committee felt themselves—in justice to the body of shareholders—bound to reject. It would be premature to enter into detail at the present moment, as negotiations were going on.

It was submitted by a proprietor to the meeting, that it would only be fair and just to the proprietors at large that the names of the shareholders who had refused to contribute their quota should be given, so that their co-proprietors might have an opportunity of judging, and also advising the committee as to their ability or otherwise. This course, which appeared to be the sense of the meeting, was understood would be pursued when all other means failed—while it was admitted on all sides, that no *ex post* should take place as to the names of parties with whom compromises had been made.

W. Craufurd and J. H. Ravenshaw, Esqs., were re-elected directors, having gone out of office by rotation; and B. Harding, Esq., was elected in the place of Mr. Wilson, who had resigned.

A vote of thanks was unanimously passed to the chairman, and, as we understood, the directors and committee, for the time and attention devoted to the interests of the proprietary; and one feeling alone appeared to animate the meeting, that of satisfaction in thus bringing to a close the affairs of the company, even at so heavy a sacrifice as that made by the shareholders. As, however, the majority, if not all, have, doubtless, availed themselves of the opportunity afforded of taking an interest in the *New British Iron Company*—the shares of which are at a considerable premium, arising from the improved state of the iron trade—we trust that the loss they have sustained in the *Old* will be repaid them by the *New*; and that the services rendered by the directors, committee, and officers of the company, will be duly appreciated—and, ere long, that a testimony of the opinions entertained will be awarded them.

IRON TRADE.—We have been requested to publish the following particulars, furnished by a correspondent to the *Glasgow Herald*, who, we are assured, has the best means of obtaining accurate information as to the present and future prospects of the iron trade of Scotland, with the remarks appended, which have been called forth by the conflicting statements recently published on the subject:—The quantity of pig-iron made at present in Scotland will amount annually to from 400,000 to 420,000 tons. Of this quantity about 100,000 tons are used for the manufacture of malleable iron in Scotland; of the remaining 320,000 tons, 50,000 tons, or thereabouts, turn out to be what is called white or forge pig, which is not used for making castings, so that the present annual production of pig-iron in Scotland, suitable for foundry purposes, is 270,000 tons. There are ten new furnaces in the course of erection, some of which may be in blast this year. These furnaces belong to the present manufacturers of iron, and, when all in operation, will add about one-eighth to the present production, but, as the manufacture of malleable iron is on the increase in Scotland, a large additional supply of pig-iron will be required for this purpose. It is obvious, therefore, that the statements which have recently appeared, as to the increase in the value of pig-iron in Scotland, are incorrect, and it must be kept in view that, while the present makers are erecting new works, the produce of the older ones must decrease, in consequence of the exhaustion of the mineral fields on which they depend for the supply of materials.

WELSH LEAD MINES.—English manufacturers derive great benefit from the Welsh mines: it is from the purity of the galena of lead ore, purer in Wales than any other, that the Staffordshire pottery has maintained its superiority in foreign markets, as it produces a finer glazing, and makes a more beautiful porcelain than any other. Wales is rich in fossiliferous marble, the carbonate shell marble of South Wales, and the enigmatic of North Wales: the serpentine of Rhos Kolin is equal to the best antique of Genoa. It is not generally known that schools of metallurgical chemistry existed in Wales before the wars of Edward the Third: the college of Pherll, in Dinaron, on Mount Snowdon, was celebrated for a school of this order that gave the British name of Celyddys Pherll to these arts: they were in possession of eminent books on these sciences, now lost. Another school of this order was founded in South Wales—a branch from Dinas Emrys.—*Cheshire Chronicle*.

MINES IN AUSTRALIA.

We have, on several occasions, adverted to the mineral products of South Australia, and felt some surprise that they should not have earlier attracted the attention of the capitalist, more especially when the investment in foreign and home railways and other projects are so rife. The information acquired from numerous sources, including the reports received by the South Australian Company, the communications from residents, with specimens of the ore, and the publications more particularly directed to that colony, have fully satisfied us that the prospects which that country presents, are such as will fully warrant the outlay of capital, while the advantage derived by settlers is incalculable. If we alone consider the demand for labour, the return freight, the increase of means in a pecuniary point of view, afforded by the development of the mineral districts of South Australia, as yielding riches from the "bowels of the earth," we can well understand the importance to be attached to the working of the mines, and the formation of a company for this object, the prospectus of which appears in our columns of to-day, is only a natural result, although not unexpected on our part. It may be well, on the present occasion, briefly to review the objects of the company, the prospects which present themselves, and to note the discoveries already made. From a statement put forward by the "Land Office" at Adelaide, it appears that twenty mines containing copper ore have been discovered, the principal of which are in the Adelaide and Light Counties; there are also ten lead mines, which, with one exception, is in the former county; and four producing manganese, of which three are situated in Adelaide—thus it will be seen this country takes the lead, and the specimens in our possession of lead ores evidently indicate a strong lode, and of good produce. Antimony and quicksilver have been discovered, but not in any quantity to call for notice. Iron ore is found in all its varieties as sulphurets and oxides, which, in conjunction with coal or wood as fuel, would be of the first advantage to the colony. In a late Number we adverted to some few of the discoveries in those districts to which attention had been directed—the operations, however, at which, as might naturally be supposed, were of a confined nature, and alone the result of individual enterprise. At the Glen Osmond and Wheel Gwiler Lead Mines, which are distinct establishments, situated in the locality of the city or port of Adelaide, several lodes have been opened upon, the ore produced from which is rich in quality, some of the lodes yielding a fair produce for silver. As regards the copper mines discovered, that of Kapunda, situated about forty-five miles from Adelaide, commenced working in February, 1844, and in the first eight or nine months produced 320 tons, the first parcel, if we remember rightly, produced at Swansea 21½ a ton; the workings are near to surface, the greatest depth being ten fathoms. At Montacute, which is about fifteen miles distant from Adelaide, about 400 tons of ore have been raised since commencing working, which was in February, 1844; and here we may observe that our latest advices from the colony are dated early in December, and consequently, we may well imagine a considerable progress has since been made. The ore raised from this mine yields 22½ per cent.; the sett, we understand, does not extend over more than eighty acres, the purchase-money of which from the Government was, we believe, 1500*l.*; and here, we would observe, that it is bad policy on the part of Government to take any sum, by way of bonus, for mineral rights; we are not aware whether there is any royalty or dues payable, but, considering South Australia as a British colony, we think that every encouragement should be afforded to the outlay of capital; it may, however, on explanation, be found that the purchase-money includes surface, and also the absence of any rent or royalty on the minerals; and we learn that a rock of ore, weighing upwards of 8 cwt., with other specimens—the produce of which is from 30 to 44 per cent. of metal—has lately been imported, and are now lying in the London Docks. There are several lead mines which have been partially worked, to which we may have occasion hereafter to refer. From the prospectus of the Australian Mining Company, it would appear that difficulties present themselves as regards working mines, from the circumstance that the unsurveyed waste lands cannot be demanded and obtained in blocks of less than 20,000 acres, but arrangements are contemplated, whereby this difficulty will be overcome. The company under notice propose to raise a capital of 400,000*l.*, divided into 20,000 shares, of which 17,000 are to be appropriated to parties in this country, 2000 being reserved for those interested in the colony, and the remaining 1000 shares being appropriated free of all payment, to the projectors of the company. It is unnecessary to enter into the details which are presented by the prospectus, as its insertion in our advertising columns answers every object, and to which we may refer. The high standing of the several gentlemen forming the provisional direction will have weight, and, at the same time, insure to the proprietors the due application of the funds placed at their disposal, while, as any additional assurance of the opinion they themselves entertain, as also the prospective advantages attendant on the operations of the company, they receive no emolument until the mines yield a net profit of 5 per cent. on the capital employed. It is liberal on the part of the directors, and, perhaps, this course is taken to evince their confidence in the undertaking—at the same time, we must say, we are by no means advocates for unpaid services. If time and attention be devoted for the benefit of others, it should be paid for—while, in the absence of any payment, the shareholders have not the right, as they would otherwise possess, of obtaining from their directors a steady and careful attention to their interests.

ZINC AND LEAD MINES OF FRANCE.—In our Journal of the 25th ult., we gave an account of the zinc and lead mines of Vieille Montagne, Engis, and the newly-formed Nouvelle Montagne. We now extract from the *Courrier Francais* the following additional particulars respecting these works:—"The general avidity with which the shares of companies formed to work silver-lead, copper, and zinc, have been caught up during the last few years, has been chiefly owing to the profits realised to such an extraordinary amount, that, if the scientific papers had not systematically published them, it would have been difficult to explain the mine mania which existed in Spain and England, and which has begun to display itself in France. The value of the shares of the company formed for working the silver-lead mines of Carmen—discovered in 1839—in the district of Carthagena, in Spain, is estimated at 400 times the original capital, and the shareholders refuse all offers for their property in it. In the same district of the province of Carthagena, the number of furnaces to smelt the metal is more than 150. A one-third part of the company of Esperanza was sold, some few days after its concession was obtained, for 60,000 piastres. The same sum was given for Observancia; and a scrip for the quarter of a fortieth part of Estella was sold for 5000 piastres. Nothing of the kind affording any parallel has been known in the old or new world. In the district of Cornwall (England), the copper mine, Wheal Maria, recently discovered, and for whose working a company has been formed, is so highly thought of, that the 20*l.* shares, upon which only 1*l.* was paid, have now risen to 600*l.* In France the workings of the zinc mines on the banks of the Rhine, as well as those in Belgium, have realised the most sanguine expectations of the capitalists. The Vieille Montagne Company, whose shares of 1000 francs are now quoted at 6600 francs on the Bourse at Paris, has secured in advance, by the terms of purchase, the raising of six millions kilograms of zinc as its produce for 1845, so that now the shareholders in the Vieille Montagne are enabled to anticipate that their capital of five millions will give them a million and a half profit at the expiration of the present year. The company of the Nouvelle-Montagne, similarly constituted a short time since, for the working of lead and zinc, lately issued its shares of 1000 francs at par, and they have since been negotiated at the rate of 3000 francs, only on the grounds that some 500 plates of zinc and some dozen pigs of lead have been able to be manufactured and appreciated by some recent orders at Havre, pending the construction of the works and furnaces at Engis, Prayon, and Verviers, the foundations of which are already laid, and which will enable Nouvelle-Montagne after this year to work upon as large a scale as that of Vieille Montagne."

GAS COAL.—Mr. Hedley, in the course of his examination before the committee of the House of Commons on the Caledonian Railway, said that, in consequence of improvements effected by him in the manufacture of gas, so great a saving in price to the consumer had been effected that in Liverpool alone it amounted per annum to 20,000*l.* He had analysed the quality of the Wilsontown coal, by testing its illuminating power on being turned into gas, and he had found it in quality equal to any that he had ever met with: from the great consumption of coal in the manufacture of gas for the metropolis, and which he estimated at 400,000 tons per annum, he believed that from 100,000 to 200,000 tons of Wilsontown coal would be used in London, the difficulties of conveyance there being removed, Glasgow was now supplied from the Lesmahago-field, and that there, indeed all over Scotland, the gas was better in quality than in England, which Mr. Hedley ascribes to the superiority of gas coal in the north.

Mining Correspondence.

ENGLISH MINES.

UNITED HILLS MINING COMPANY.

May 20.—In Williams's shaft the men are engaged cutting a cistern platt, putting in bearers, and other work, which we hope will be complete in about a fortnight. In the eighty fathom level, in the eastern end, the lode is four feet wide, two feet on the north part of ore of fair quality; in the western end the lode is three feet wide, producing stones of ore, but not rich. In the seventy fathom level, in the eastern end, the lode is three and a half feet wide, twenty inches ore of average quality; in the western end the lode is three feet wide, one foot on the north part of ore of fair quality; in the winze the lode is four feet wide, ore throughout, of fair quality. In the sixty fathom level, in the eastern end, the lode is three and a half feet wide, two feet ore of average quality; in the western end the lode is four and a half feet wide, producing ore throughout, of fair quality; east of Harper's winze the lode is three feet wide, two feet good ore. In the fifty fathom level no alteration. At Wheal Sparrow, in the fifty fathom level, eastern end, the lode is two and a half feet wide, poor at present; in the western end the lode is three feet wide, producing some good stones of ore; in the cross-cut the ground is still favourable for driving. In the forty fathom level, eastern end, the lode is two feet wide, good ore—very much improved since last report; in the western end the lode is three feet wide, producing but a small quantity of ore. In the thirty fathom level the lode is three feet wide, one foot on the north part of ore of average quality.

T. THREKENEY. R. WILLIAMS.

BEDFORD UNITED MINING COMPANY.

May 19.—At Wheal Marquis, the lode in the seventy fathom level east is two and a half feet wide, worth two tons of ore per fathom. The lode in the fifty-eight fathom level east is without alteration; in the winze sinking in the bottom of this level the lode is two and a half feet wide, and worth 18*l.* per fathom. In the forty-seven fathom level west the lode is eighteen inches wide, composed of spar, muncie, and ore; the lode in the stopes, in the bottom of this level east, is two and a half feet wide, and worth 16*l.* per fathom. In the deep adit level there is no alteration. The pitches are looking well. At Ding-Dong, Thomas's engine-shaft is 5 fms. 3 ft. below the twelve fathom level; there has been no lode taken down since our last report. At Wheal Tavistock the sumpmen are still engaged making necessary arrangements for driving. At Delve's Kitchen the adit shaft is not yet cleared up.

J. PHILLIPS.

CALLINGTON MINING COMPANY.

May 19.—Johnson's engine-shaft is sunk nine feet below the 100 fathom level; we have also cut a large whim-platt; driving north at this level the lode has not been taken down for the last few days. In the ninety fathom level, driving north, we are opening tribute ground; driving south the lode is worth 5*l.* per fathom. In the eighty fathom level, driving north, the lode is worth 5*l.* per fathom; we have just communicated a winze from the seventy fathom level with this part, opening one of the best pieces of tribute ground ever seen in these mines. At the north mine, in the eighty fathom level, the lode is worth 5*l.* per fathom. In the seventy fathom level the lode is worth 4*l.* per fathom; the caunter lode, at this level, is sixteen inches big, presenting a more kindly appearance than what it has for the last two or three fathoms. In the forty fathom level we are driving through tribute ground. Our tribute pitches continue to look well.

J. T. PHILLIPS.

HOLMBUSH MINING COMPANY.

May 20.—In the 120 fathom level, west of cross-cut, the lode is nine inches wide, and worth 5*l.* per fathom; in the south cross-cut the ground is more favourable for driving. In the 110 fathom level, west of Hitchins's shaft, the lode is two feet wide, and worth 42*l.* per fathom; in the stopes in the back of this level, east and west of Mitchell's winze, the lode is fourteen inches wide, and worth 14*l.* per fathom; in the stopes west of Goldsworthy's winze the lode is one foot wide, and worth 11*l.* per fathom; in the stopes west of Lob's winze the lode is fourteen inches wide, and worth 15*l.* per fathom; in the stopes west of the sump winze the lode is twenty inches wide, and worth 38*l.* per fathom. In the 100 fathom level, west of Hitchins's shaft, the lode is ten inches wide, and worth 7*l.* per fathom; in the stopes in the back of this level the lode is one foot wide, and worth 14*l.* per fathom; the winzemen having taken down the lode in the winze below this level, are now employed stopping west of ditto, the lode being twenty inches wide, and worth 40*l.* per fathom. In the ninety fathom level, west of Hitchins's shaft, the lode is small and poor; in the stopes in the back of this level the lode is fourteen inches wide, and worth 20*l.* per fathom. In the sixty-two fathom level, west of Hitchins's shaft, the lode continues disordered by the cross-course. In Bray's shaft, sinking below this level, the ground continues favourable. The pitches, on the whole, continue to turn out well.

T. RICHARDS.

WEST WHEAL JEWEL MINING ASSOCIATION.

May 19.—In the 100 fathom level, west on Wheal Jewel lode, no lode taken down during the week; at the 100 fathom level east the lode is worth 6*l.* per fathom. In the eighty-five fathom level east the lode is two feet wide, unproductive; in the eighty-five fathom level west the lode is nine inches wide, containing stones of ore. In the seventy fathom level west the lode is one foot wide, still promising. In the eighty-five fathom cross-cut north the ground is favourable; in the winze, sinking below the forty-two fathom level on Buckingham's lode, the lode is worth 4*l.* per fathom. In the thirty fathom level, east on Morcom's lode, the lode is two and a half feet wide, containing stones of yellow ore, very promising. In Wilkinson's engine-shaft, sinking below the fifteen fathom level, the lode is two and a half feet wide, composed of spar, peach, muncie, and ore.

S. LEAN. R. JOHNS.

CORNUBIAN MINING COMPANY.

May 19.—At the eighty-six fathom level we are driving west of Murray's engine-shaft, on the Chiverton lode, which is two feet wide, worth about 15*l.* per fathom; the north lode in this end we expect is laying to the north; in the eastern end, at this level, Chiverton lode is eighteen inches wide, yielding stones of lead, but nothing yet regular; it may, however, be fairly considered a promising level. The pitches working from the back of the eighty-six and bottom of the seventy-eight fathom levels are still very good, having a lode worth from 20*l.* to 25*l.* per fathom. The prospects in the pitches working at the seventy fathom level, on the north lode, are much the same as noticed for several weeks past, with the exception of one pitch working in the bottom of that level, and which is improved. We sampled on Friday last (16th inst.), computed, thirty-three tons of very rich silver-lead ores.

LEWIS MINING COMPANY.

May 20.—We are continuing to sink Kuskey's engine-shaft under the thirty-two fathom level, ground favourable—the branch is four inches wide, with good stones of ore, improving as we sink; Kuskey's lode, in the thirty-two fathom level west, is four inches wide, with spots of ore inclining towards the branch in sump shaft. The lode in the twenty-eight fathom level west is fifteen inches wide, with spots of ore, and very promising. We have holed our winze at the twenty fathom level, whereby we shall be enabled to work the ground east and west on tribute. We hope to work the flat rods on Wheal Providence lode in a fortnight. At Wheal Nutt we have sunk the engine-shaft to the thirty, which has a promising appearance, eighteen inches wide, with some stones of tin; the lode in the east end, at the same level, is eighteen inches wide, producing some tin. The lode in the twenty fathom level east is two feet wide, yielding some good work for tin; the lode in the twenty fathom level west is two and a half feet wide, yielding some tin, with good stones of ore; in the twenty fathom level east, on south lode, is ten inches wide, producing good stones of tin. The north lode, in the ten end west, is small and disordered by cross branches; the ten end east, at the same level, is set at a tribute of 10*l.* in 20*l.* for tin. The winze, under the ten fathom level, we holed to old men's workings, where we find some good work for tin.

S. S. NOELL. P. EDDY.

TINCROFT MINING COMPANY.

May 19.—The ground in the new engine shaft is at present hard, so that our progress in sinking is rather slow; we hope, however, to get to the ninety fathom level in two months more. The lode in the eighty end west is two feet same level, is twenty inches wide, composed chiefly of muncie, with some good stones of ore. The lode in the seventy end east is worth 15*l.* per fathom; the lode in the same level west is worth 5*l.* per fathom; one of our pitches in the back of this level has very much improved in the past week; the winze sinking under the seventy to the east of the shaft is worth 15*l.* per fathom; a winze sinking under same level, to the west of the shaft, is worth 20*l.* per fathom; the rise in the back of the seventy, against Willoughby's shaft, is worth 10*l.* per fathom. Willoughby's shaft, sinking under the sixty, is worth 20*l.* per fathom; a winze sinking under same level, to the east of said shaft, is worth 12*l.* per fathom—this winze will, in a day or two, be holed to the seventy end; the sixty end east is worth 8*l.* per fathom. We are now rising in the back of the fifty end, against a winze sinking under the forty; in both winze and rise, we have some tin. All our eastern stopes are looking well. The sixty, fifty, and forty fathom levels west are yielding but a small quantity of coarse ore; our pitches, on the whole, may be considered much the same as for some time past. The lode in Palmer's shaft, sinking under the sixty fathom level, is two feet wide, producing some ore and kindly. The lode in the sixty west is at present disordered by cross branches, and poor; the sixty west on the south lode has very much improved in the past week; the end is now worth about 5*l.* per fathom, and likely to be better. We have just now holed a winze from the forty-eight to the sixty, on main part of lode, and have set the back of the sixty at 6*l.* from 1*l.* Our pitches in this part of the mine continue to produce good tin, men working with good spirit. In the south mine we have set several tin pitches as deep as the 110 fathom level; and shall set several more when we get the new whim to work. We hope to complete the engine-house in little more than a fortnight, and also to put our steam stamps into full work in two or three weeks. We are making preparations to work our tin part of the mine more extensively than ever we did. We are preparing the flat rods to work Wheal Providence as fast as possible. I am glad to say our prospects continue very encouraging.

W. PAUL.

TRELLEIGH CONSOLS MINING COMPANY.

May 17.—In the seventy fathom level, west of Good Fortune, the lode is two and a half feet wide, producing good stones of ore, of a kindly nature; in the seventy fathom level east the lode is two feet wide, but little ore. In the sixty fathom level west the lode is three feet wide, worth 25*l.* per fathom; in the sixty fathom level east the lode is two and a half feet wide, with stones of ore, and a kindly appearance. In the fifty fathom level, west of Symons's, the lode is four feet wide, worth 14*l.* per fathom; in the fifty fathom cross-cut north, driving in the country, the ground is rather harder. In the forty-four fathom level west the lode is eighteen inches wide, but little mineral; in the winze, below ditto, the lode is about three feet wide, worth 9*l.* per fathom. In the thirty-four fathom level west the lode is eighteen inches wide, rather poor. In the twenty fathom level west the lode is one foot wide, producing good stones of ore. In the winze, below adit, the lode is two and a half feet wide, kindly, with stones of ore. In the fifty fathom level, west of Garden's, the lode is ten inches wide, rather poor. I was yesterday at Hayle Foundry about the engine, and saw the whole completed, and it came safe to the mine last night; Michell and assistants are engaged in fixing it, and I think in a few days we shall go to work. The dam in the sixty fathom level, east of Christoe's, is completed, and the water has risen eight fathoms, and is still rising; the greater part of North Downs men are driven from their pitches and bargains.

W. SYMONS.

WHEAL MARY MINING COMPANY.

May 19.—We are still sinking the engine-shaft, and find the ground very favourable, with spots of ore and muncie. We have also cut a very large cross-course, containing large spots of lead, which will intersect our lode twenty fathoms west of the engine-shaft, which we consider a valuable discovery.

WILLIAM WILLIAMS.

SILVER VALLEY MINING COMPANY.

May 19.—I beg to say that the masons are progressing with the engine-house as well as was expected, and will, if the weather continues favourable, get high enough for the first floor by the end of this week. The smith is getting on as fast as possible with his work, and the carpenters will commence the work of the engine-house this week.

S. RICHARDS.

WHEAL PROSPECT MINING COMPANY.

Liskeard, May 17.—This mine is bidding fair to be a good speculation. On Monday last the lode in the shallow adit was cut; it is about two feet big, containing yellow and coated copper, very fine spar, gossan, and muncie, and from the favourable appearance of this and four other lodes, we have determined upon driving to cut the north and south lodes from the eighteen fathom; we hope to cut two or three in about two months, with a comparatively small outlay. On the 18th inst., a meeting of the adventurers was held on the mine, and the accounts being passed, a call of 2*l.* was made, to be paid into the Devon and Cornwall Bank, Liskeard.

COOK'S KITCHEN MINE.

May 17.—In the seventy fathom level, on North Tincroft lode, we have driven about nine feet east of the cross-cut; the lode is four feet wide, producing stones of ore and fluor-spar, with a favourable underlay, and of a most promising appearance. Eudey's lode, in the ninety-two cross-cut, is three feet wide, producing good stones of tin; we expect to have about two fathoms more to drive west to hole to the new east shaft. Chapple's lode, in the 170 west, is four feet wide, worth 20*l.* per fathom. The lode in the stopes east of the cross-cut, at the 160, is fifteen feet wide, worth 100*l.* per fathom; ditto west of the cross-cut the lode is fifteen feet wide, worth about 90*l.* per fathom. We have about six feet more to drive (according to its present underlay) in the cross-cut south, at the 148, to intersect the lode cut at the 160. In the 140 fathom level, east of Chapple's shaft, the lode is three feet wide, worth 5*l.* per fathom; in driving this level about six or seven fathoms further east we expect to intersect a caunter lode which has been worked on at the 135, and produced rich work for tin. The ground is still favourable in the cross-cut north at the 160, to cut Dunkin's lode, west of the little cross-course. We expect shortly to cut the new south lode in the cross-cut south from Rogers's shaft, at the twenty-nine fathom level, having met with spots of ore in the granite. We have about four fathoms to drive in the cross-cut south from the Druid shaft to cut the caunter lode; the ground is still favourable.

A. EUDEY.

WHEAL SARAH MINING COMPANY.

May 17.—The lode in the twenty fathom level south is three feet wide, containing rather less manganese than we have seen in it for some time past, with the usual quantity of gossan, quartz, muncie, and veins of lead ores. The lode in the north end, which is two and a half feet wide, is composed chiefly of decomposed slate, intersected by small quartz veins, containing spots of galena only; this end is wet, and is only four fathoms from (short of having reached) the line of the shoot of ore gone down in the nine fathom level. The shaft is sunk six feet below the twenty, the lode in which has not been taken down; in cutting into it, however, we perceive that it contained lead of good quality. In extending the nine fathom level north the lode is found to continue its regular size and bearing, but it is at present unproductive; the lode in the winze, sinking below this level, is about two feet wide, containing a little ore. We have sunk a few costaining pits in the valley, about sixty fathoms north of our workings, but have not yet succeeded in cutting the lode. The alluvial deposit being so thick, that the water prevents our sinking deep enough to get into any rock formation (in which the lode, of course, is only to be found), we purpose bringing up a lobby to unwater the ground, when our object, I doubt not, will soon be accomplished.

JOHN PRINCE.

WHEAL MEXICO MINE.

May 15.—For the information of the distant shareholders, we are requested to send our report of the mine; and, in so doing, we have much pleasure in stating that our prospects are of a very cheering character, in consequence of the late discovery in the East Cornwall adit (a considerable portion of the East Cornwall sett being now consolidated with Wheal Mexico). The course of silver ore just discovered contains, according to the opinion of the oldest miners, the finest stones of muriate of silver ever seen in the district, worth from 3000*l.* to 4000*l.* per ton. Within a few days we have taken out about 150*l.* worth, and the ground now standing we may fairly value at 100*l.* per fathom. We are also preparing to assay the gossan and flooken, which are likewise rich in silver. The shaft is being sunk with all possible dispatch, and will reach the deep adit in about a month. The wheel is also nearly finished.

WILLIAM KNOTT. WILLIAM MATTHEWS.

FOREIGN MINES.

IMPERIAL BRAZILIAN MINING ASSOCIATION.

Gongo, March 13.—I have the honour to submit duplicate of my last respects. We have still to deplore the continued poverty of the mine, which since my last has presented nothing new. The repairs of the Eliza stamps was completed on the 8th inst., having been stopped twelve days; the average force employed was six Englishmen, eleven Brazilians and blacks. We have commenced driving the seventy-four fathom level from Vese's shaft, but we were yesterday stopped by an accident to the Louisa water-wheel, which works the pumps; it was, however, repaired during the night, and the wheel is again at work to-day. At Catta Preta we have resumed the adit towards Brightman's shaft. At Gibbs's shaft we have discontinued the level westward, as it was unproductive, and are preparing to drive in an opposite direction. The favourable appearances still continue at Thomas's shaft. We stamped about thirteen tons of the lode taken at an average, and without selection; it was done in about sixteen hours, and yielded about 1 oz. 16 dwts. of gold; this would do very well if we had ground enough to keep the stamps fully supplied. The rains continue with only the intervals of a few occasional fine days; the roads are, therefore, in a most wretched state, and the effects are conspicuous in the cost of cart hire, which is very heavy; we have also been under the necessity of adding to our force of whim horses, but there will be no occasion for more for a considerable time.

W. J. HENWOOD.

Account of Gold Workings.

March 3 to 12—Stamps 12 10 3 0 12 12 12
Total from Jan. 1 to March 12 12 33 6 11 12
[27 lbs. 7 oz. 13 dwts. 1 gr. of gold-dust have arrived at Falmouth per *Argentin* packet.]

BRAZILIAN COMPANY.

Cata Branca, March 15.—I said in my last that I expected by this time we should be engaged in taking down the arches, &c. We are not yet doing so, but all the necessary work will be completed to-day, and on Monday we shall begin. The trials we have made on five different parts during the last month are very unsatisfactory—viz., where the Cata Branca deep adit was holed to the large mine; in the deep adit west of No. 7 sink, and in the back of the lode east of ditto; in the No. 6 lode, and at Sumidouro—the whole of which, and there is scarcely a choice, has yielded at the rate of 200 tons to the pound of gold. Without this actual experience, it would not be believed, by any one acquainted with the Cata Branca lode, that any part of it should be so worthless.

E. HARDING.

ST. JOHN DEL REY MINING COMPANY.

Morro Velho, March 19.—Heads working during eighteen days, 41*l.* During the last week we have been better off for supplies of ore; we are keeping fifty heads at work, and could do more than that, but the three Easter holidays are close at hand. The force has been considerably increased in the West Cachoeira, for the purpose of laying this ground open as soon as possible. This is becoming a very unmanageable mine for our force; it is becoming so large we can make little impression upon it. We require more force—full 100 more miners to work the mine to advantage. Without some such increase, these mines will never be worked as they ought to be; the stopping goes on too fast for the preparatory works. New stopes have been taken up—one in the Bahu, and one in the Gamba; the water is now kept well in for in the Cachoeira, and the sinking is proceeding favourably; by degrees, we shall recover our full number of stopes, in keeping constantly sinking, but the sinking force will supply very little ore. A new branch of lode has been cut in the footwall of the eastern end of the East Cachoeira, about eighteen inches ore, which is being worked with the main lode, and this renders the working more profitable. A new arrangement is in hand for rendering the pumps in the Bahu more ef-

fective; it is mentioned in the diary. This will occupy the mechanics upwards of two months to get ready. The work the mechanics were to have taken in hand was the Cachoeira pumps and pumping wheel, but this Bahu work comes in to defer it, as well as the large consumption of timber in securing the Cachoeira. The securing of the Cachoeira goes on very well; a lower still is now fixed all along under the dangerous ground, and Rouse's shaft is timbered and cased down ready for drawing from; this will enable us to resume the stoping in the East Cachoeira, but yet it will take some two months to secure the mine above. On the whole, the mining operations are proceeding more satisfactorily than when I wrote my last.

MINING IN THE EASTERN DISTRICT OF CORNWALL.

(FROM CORRESPONDENTS.)

OLD HARROWBARROW MINE.—I understand they have here a branch of silver in the shallow level 207 fathoms.

WHEAL LOPEZ is improving; still going down through the elvan course, in which they have the lode, with some very good strings of ore coming in, and which improve as they get deeper—indeed, there can be no doubt, from appearances, she will yet make a good mine; but patience and perseverance are necessary, and, moreover, a little economical application of capital. The mine is now being worked fairly, and with good prospects.

WHEAL MEXICO.—Here there are fair prospects. I handled a "jerk" of at least 25 lb. One day last week the ore raised exceeded 100 lb. in value, and the lode looking well.

WHEAL FRANCO.—The sampling this month is 107 tons 18 cwt., the last month's returns being 96 tons 11 cwt.; thus it will be observed this mine is steadily progressing. The several pitches and ends are reported as looking exceedingly well, and an increased quantity may be fairly calculated upon.

GREAT WHEAL MARIA.—This mine is, I understand, not looking quite so well; the lode going east is getting smaller, as are the prices quoted for shares. It is hard to follow report, and, having no positive information, perhaps, the less said the better.

NORTH WHEAL ROSE.—This mine is steadily advancing, the forty fathom level yielding greater produce than that obtained at the thirty, the lode being four feet big.

WHEAL SISTERS.—They have here a good lode for copper, four feet big. In the neighbourhood of Tavistock, I may say that they have of late been quite mining mazed, but they are now, I believe, somewhat recovering from the attack. Many sets have been taken up—many parties taken in—while but few shafts have been sunk down, and although the extension of working (in shares) have been mainly confined to the surface and shallow levels, yet, I believe, there has been some "deep" work also carried on with success to the tributors. It is not, however, expected that at next "setting" the same terms will be given, as the adventurers are more cautious. It is not expected that the fall in the standard will have any serious influence on the Wheal Anderson Mine or the new adventures.

R. S. T.

EAST TINCROFT.—According to "R. S. T.," Wheal Maria lode is hove into it by the cross-courses; this, I need hardly say, is void of all judgment and truth; its locality speaks for itself—not only that, for it is proved beyond doubt that Wheal Maria lode is in Wheal Williams set, and this is a few scores of fathoms north from their East Tincroft set boundary. The eight or nine lodes in it are something certainly in number; but, as to prospects, the less said the better. Scarcely any gossan in any of them—all black hard capel and spar, with spots of ore and muddle, looking for each other. As to management, say it not in Gath, nor tell it in Askelon. So much for "R. S. T."

At WHEAL MARTHA they are plodding on through evil and through good report, and, with all their spirited outlay, they are only "kindly" poor.

At NORTH HOLMBUSH they are stopping with some little success. Money must be had to work this, and why not get it, and do something in earnest?

HOLMBUSH is, on the whole, improved in their 110, and it is hoped will yet stand high again in the mining scale.

CALLINGTON MINES.—Adventurers still losing money; but what says flying reports?—that, instead of raising sixty tons per month, it should be 100.

WHEAL SARAH.—Manganese and granular galena; gossan and quartz, with lead, in this mine, places it out of the common, as there are many points about it deserving particular notice.

HARROW BEER MINES were reported some time since to have a lode worth 150 lb. per fathom—Where, then, are the samplings? Honesty would be the best policy in this and every other case.

SILVER VALLEY is to be worked under a spirited company; let us hope the mine will bear out fully its name.

THE BEDFORD MINES are promising improvement, more especially on the Ding-Dong lode, where, in sinking, a good bunch of tin is going down in the shaft, with fine stones of yellow copper ore.

At WHEAL CREBON they are making preparations for sinking below the old workings, though at rather a slow pace.

At COMBE VALLEY (Hartwell) they are driving a cross-cut towards the lead lode, but, from the appearance of the strata, which is compact slate, flattering hopes cannot be entertained.

WHEAL FRIENDSHIP, the old standard of Devon, is still looking well, and they have a fine course of ore at the 180 fathom level, as well as some good bunches of ore in many other levels.

WHEAL BETSY is still poor, very, although about paying costs; from all accounts, it will never do more, according to present workings.

There are a variety of other mines in the neighbourhood, both copper and lead, but, from their having only commenced within a short time, scarcely anything can be expected. Some are spoken kindly of, and others as *take ins*. Time will prove the whole, if they are ever worked efficiently.

NORTH WHEAL MARIA (*alias* "Wheal Attery") is almost stopped; it is a pity though, however, seeing what the large and wonderful lode is composed of—viz., spar, kallas, flookan, and clay; underlay, twelve feet in a fathom, which, in other words, is a flat course. The current opinion is, that it is a dead take in to all parties selling or buying.

WHEAL MARIA is looking as rich as ever; lode good in all the levels, and no signs of falling off. The engine-shaft is sinking, and another ten fathoms will say much for its future prosperity.

With these few remarks, hurried as they are for want of time, I leave them in your hands, and, not having progressed so far in the alphabet as some of your correspondents, beg you will simply attach the letters A. B. C.

(To be continued in next week's Journal.)

MINE ACCIDENTS.

West Leigh.—A dreadful explosion of fire damp took place at Messrs. Banks and Gregory's colliery, the report of which was heard a considerable distance, and the covering of the mine shook as though caused by an earthquake, but though the worst anticipations were entertained, the results were found, as is generally the case, far less disastrous than at first reported. Three men, who were being lowered, were fortunately saved by being drawn up—W. Gregory was the only one killed, but there were many of the men sadly injured.—J. Hindley, father-in-law of the deceased (Gregory), materially increased his own sufferings in his praiseworthy attempts to rescue his relative. The mine was supposed to be perfectly free from damp, great precautions having been taken to keep it in good working order, and we have not heard any probable cause assigned for the accident.

Bolton.—J. Vickers was killed by a fall of roof in one of Mr. Ainsworth's coal mines in Sharpley.—J. Barnes met his death by falling down a pit in Farnworth.

Hill Top, Staffordshire.—T. Clark was killed by a fall of coal, while employed at Messrs. Cornfield and Stackhouse's works.

Ince, near Wigan.—A sub-manager, named Carter, was killed, and two miners dreadfully injured, by an explosion of fire damp in one of Mr. Pearson's collieries.

Current Prices of Stocks, Shares, & Metals.

STOCK EXCHANGE, Saturday morning, Twelfth o'clock.

Consols, Money, 99 1/2
ditto, Account, 99 1/2
Exchange Bills, 66 60 pr.
Belgian, 5 per Cents, 94 1/2
Danish, 3 per Cents, 88 80
Dutch, 2 1/2 per Cents, 63 1/2
ditto, 3 per Cents, 94 1/2
Portuguese, Conv., 5 per Cents, 67 8

LEEDS, THURSDAY.—The holidays prevented our writing last week; since the re-opening of our Stock Exchange we have had a fair amount of business doing, though scrip shares are generally lower in price. Our favourite stock (the Great North of England) has run up to 210 lb., the 40 lb. shares to 5 lb., as a treaty with Mr. Hudson, for a lease at 10 per share, is all but concluded. If, indeed, it is not settled already; these 40 lb. shares must advance, and the contemplated issue of new stock to the extent of four-tenths of the present registered capital will give a further impetus. The Midland traffic continues to be most encouraging, by its progressive increase over the corresponding receipts last year; with the present prospects of this line the shares are as well worth buying at 16 lb., as they were when at 13 lb.—as then the question of the extension lines was not settled so satisfactorily as at present; the Syston and Peterborough, and the Nottingham and Newark branches are safe, so that, supposing even that the London and York is got, its injurious tendency will be much diminished. The agreement with the Erewash for a 6 per cent. lease was confirmed at the Derby meeting last week; when the bill is got these shares must run up to something like 30 lb. pm. West Yorks have failed to prove the prescience of their bill, but it remains to be seen how far the House of Commons will confirm the decision of the committee; we think it probable that the Junction bill will be re-committed on the third reading, and to-day these shares have fallen from 24 lb. to 22 lb. and West Yorks have strengthened. There appears to be little doubt as to the Thirsk, which is going on favourably, the shares selling at 93 lb. pm. Bradford's are weak at 41 lb. per share; Dewsbury easy at 10 lb.

R. B. WATSON & CO.

COPPER ORES

Sampled May 7, and sold at Pearce's Hotel, Truro, May 22, 1845.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
Wh. Maria	118	10 8 6	West Caradon	44	4 10 6
ditto	115	9 12 0	ditto	37	3 10 6
ditto	114	8 3 6	ditto	35	19 0 6
ditto	107	8 19 0	Par Consols	95	5 3 0
ditto	106	10 7 6	ditto	82	4 15 0
ditto	104	9 16 0	ditto	75	4 1 0
ditto	103	6 4 6	Wheal Seaton	95	3 1 0
ditto	102	8 14 6	ditto	87	6 8 0
ditto	99	9 2 0	ditto	68	4 10 0
ditto	90	9 15 0	Wh. Jewel	70	4 1 6
ditto	65	9 12 6	ditto	69	4 17 0
Tresavean	139	4 4 6	ditto	56	4 15 0
ditto	121	4 6 6	ditto	31	18 18 6
ditto	87	3 9 0	Trethellan	64	2 16 0
ditto	72	3 0 0	ditto	56	3 0 0
ditto	61	2 3 0	ditto	54	3 0 0
ditto	52	2 13 6	ditto	50	2 19 6
ditto	45	3 7 6	Lanivet Consols	103	3 5 0
Foldice	73	4 16 0	ditto	101	5 16 0
ditto	69	3 10 0	Fowey Consols	105	6 0 0
ditto	65	3 14 6	ditto	96	5 8 6
ditto	49	4 13 6	Holmbush	106	9 6 6
ditto	46	4 13 6	Wh. Prudence	58	3 1 6
ditto	43	4 12 0	ditto	46	1 19 6
ditto	42	4 12 0	ditto	44	3 0 6
ditto	41	4 2 0	Bedford United	110	6 8 6
South Towan	91	3 0 6	Wh. Maiden	69	4 11 6
ditto	86	4 1 6	Williams's Ore	22	2 0 0
ditto	52	2 13 6	ditto	17	Withdrawn.
Wh. Lydia	102	4 15 6	Tregothan Consols	8	3 6 6
ditto	82	3 2 0	East Copper Bottom	4	5 6 6
ditto	20	6 2 0			
West Caradon	105	6 1 6			
ditto	104	6 10 6			

TOTAL PRODUCE.

Wh. Maria	1123	£10267 13 0	Trethellan	224	£803 14 0
Tresavean	377	2081 5 6	Lanivet Consols	204	920 11 0
Poldice	433	1772 11 6	Fowey Consols	201	1136 8 0
South Towan	333	1639 15 6	Wh. Prudence	175	1457 8 0
Wh. Lydia	333	1639 15 6	Bedford United	110	706 15 0
West Caradon	392	3010 16 0	Wh. Maiden	69	315 13 0
Par Consols	252	1182 10 0	Tregothan Consols	8	26 12 0
Wh. Seaton	251	1158 0 0	East Copper Bottom	4	21 6 0
Wh. Jewel	226	1162 11 6			

Average standard, 97 lb. 8s.—Average price per ton, 57 lb. 15s. 0d.—Quantity of ore, 4872 tons.—Quantity of fine copper, 427 tons 15 cwt.—Amount of money, 28,104 lb. 6s. 6d.—Average standard of last sale, 100 lb. 8s. 0d.—Average produce ditto, 74 lb.

Copper ore for sale on Thursday next, at Pearce's Hotel, Truro.—Mines and Parcels.—United Mines 1137 tons 94 lb.—South Caradon 421—Ferry St. George and Bolneca 314—Fowey Consols 206—Hallenbeagle 303—Wh. Ellen 140—Treveligh Consols 137—Graham and St. Aubyn 98—Tresavean 93—East Downs 40—Wheal Henry 30—Marten's ore 12—Wh. Votive 10.—Total, 3782 tons.

Copper ore for sale on Thursday week, at Tyack's Hotel, Camborne.—Mines and Parcels.—East Wheal Crofty 680—Tincroft 539—Camborne Vein 472—Dolcoath 361—South Wheal Bassett 353—Par Consols 240—West Wheal Vein 203—Fowey Consols 200—East Pool 170—Treveligh 117—Barrier 110—Wheal Treveligh 79—Gollop 78—Tretell 56—South Rooker 52—Condurrow 23.—Total, 3735 tons.

BLACK TIN

Sold, on the 15th May, 1845.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
Charlestown	21	44 6 6	4. Bolithus; Williams.		
ditto	11	52 0 0	55 0 0		
ditto	24	47 17 6	107 14 4		
ditto	1	42 2 6	42 2 6		
Total, 35 1/2 tons			Total amount, 1741 lb. 11s. 3d.		

COPPER ORES

Sampled on the 30th of April, and sold, on the 21st May, at Swansea.

Mines.	Tons.	Prod.	Stand.	Price.	Mines.	Tons.	Prod.	Stand.	Price.
Cobre	99	121	90	29 7 0	Croncane	31	51	109	£ 4 3 6
ditto	98	121	90	9 2 0	ditto	23	41	118	3 3 0
ditto	97	121	89	9 2 0	Knockmahon	93	9	0	5 10 0
ditto	95	121	89	9 3 0	ditto	78	92	100	7 10 0
ditto	71	121	89	8 16 0	ditto	74	104	99	8 1 0
ditto	96	201	85	15 11 6	Bearhaven	122	101	99	7 15 6
ditto	83	201	85	15 11 6	ditto	98	101	100	8 1 6
ditto	80	211	84	15 12 6	Chill	60	50	82	39 4 6
ditto	80	221	85	15 12 6	Molland	42	33	84	25 17 6
ditto	60	211	84	15 12 6	Llandidno	62	41	118	3 4 6
ditto	29	211	85	15 19 0	Tigrony	58	64	110	4 18 0
Cuba	80	191	85	14 5 6	Vigra & Cloga	23	5	116	3 11 0
ditto	76	20	85	14 15 6	ditto	21	32	128	2 11 0
ditto	50	251	82	15 15 6	ditto	2	11	96	9 9 0
ditto	49	221	83	16 10 0	Bacuranao	25	6	107	4 4 0
ditto	39	221	83	17 5 6	Molland	9	12	97	9 8 0
ditto	39	221	83	17 5 6	ditto	8	71	106	5 12 0
Croncane	113	61	109	4 14 6	North Molton	4	12	96	10 6 6
ditto	65	61	106	4 18 6					
ditto	40	71	106	5 8 6					

TOTAL PRODUCE.

Cobre	892	£11005 1 6	Llandidno	62	£199 19 0
Cuba	314	5079 9 6	Tigrony	58	284 4 0
Croncane	272	1277 10 6	Vigra & Cloga	46	153 10 0
Knockmahon	250	1717 18 0	Bacuranao	25	105 0 0
Bearhaven	122	1739 18 0	Molland	17	129 8 0
Chill	102	3440 5 0	North Molton	4	40 2 0
Total tons, 2262			Total amount, £25,172 5s. 6d.		

COMPANIES BY WHOM THE ORES WERE PURCHASED.

Mines.	Tons.	Amount.
English Copper Company	154	£2640 4 0
Grenfell and Sons	619	5290 5 0
Sims, Williams, Neville, Druce, and Co.	134	1709 11 0
Vivian and Sons	727	6041 10 0
Williams, Foster, and Co.	510	6663 1 0
Mines Royal Company	108	1827 14 0
Total	2262	£25,172 5s. 6d.

Copper ore for sale June 4.—Knockmahon 141 tons 102 lb.—79 tons 68 lb.—57 tons 44 lb.—Santiago 115 tons 100 lb.—Cobre 106 tons 102 lb.—San Jose in Cobre 80 lb.—77 lb.—72 lb.—Bearhaven 122 tons 97 lb.—Croncane 76 tons 41 lb.—30 lb.—Balmurtagh 88 tons 45 lb.—Chill 54 tons 35 lb.—Cloga 100 tons 30 lb.—Tigrony 58 lb.—Lackamore 29 tons 25 lb.—Vine Slag 11 lb.—Antonita 3 tons 2 lb.—Total, 2326 tons.

LATEST CURRENT PRICES OF METALS.

LONDON, MAY 23, 1845.

LONDON, MAY 23, 1845.											
			£	s.	d.				£	s.	d.
W—Barra..	Wales..	ton	0	0	9	TIN—	Com. blockg..	net.	0	0	4
"	London	"	0	0	9	"	bars	"	0	0	11
Nail rods	"	"	0	0	9 15	Refined	"	"	0	0	4 15
Hoop(Staff.)	"	"	0	0	11	Strait	bars	"	4	4	5
Sheet	"	"	0	0	12	Banca	"	"	4	6	4
Bars	"	"	10	0	10 10	TIN PLATES—	Ch., IC, box	"	1 16	1	17
Scotch pig & Clyde	"	"	0	0	3 15	"	IX	"	2	2	3
Russian, CCND	"	"	0	0	15	Coke, IC	"	"	1	10	11
"PSI	"	"	0	0	15	IX	"	"	16	1	17
"Gouffier	"	"	0	0	—	Lead—	Sheet & ..	ton	19	5	19
"Archeval	"	"	0	0	—	"	Pig, refined	"	0	0	20
Swedish d, for arriv.	"	"	12	10	12 10	"	common	"	18	10	15
"on the spot	"	"	0	0	17	"	Spanish, in bd.	"	0	0	—
"Steel, 62	"	"	0	0	17	"	American	"	0	0	—
"Kings 17	"	"	10	17	10	SPLITTER—	(Coke) "	"	22	10	22
COPPER—Tilley	"	"	0	0	83	ZINC—	(Sheet) m.	"	0	0	30
Tough cake	"	"	0	0	84	"	QUICKSILVER	"	0	0	0
Best selected	"	"	0	0	87	"	"	"	0	0	4
Ordinary sheets, B.	"	"	0	0	0 9 1/2	REFINED METAL	"	ton	0	0	7
"bottoms	"	"	0	0	0 10 1/2						

The Mining Journal.

No. 509.]

ENLARGED SHEET.

[MAY 24.]

GREAT EASTERN AND WESTERN RAILWAY, FROM GREAT YARMOUTH TO SWANSEA.

Provisionally registered pursuant to 7 and 8 Victoria, cap. 110.
Capital £3,500,000, in 70,000 shares of £50 each.—Deposit £2 10s. per share.

PROVISIONAL COMMITTEE.

Henry Williams, Esq. Penpont, Lord Lieutenant of the County of Brecon
Sir John E. de Beauvoir, Bart. Director of the Manchester and Birmingham
Continuation and Welsh Junction Railway
Sir William Plunkett de Bathe, Bart. Portman-square
Henry George Ward, Esq. M.P. Director of the Eastern Counties Railway
David Robert Ross, Esq. M.P. Belfast
Richard Ashton, Esq. White Lion-court, Cornhill
Joseph Beaumont, Esq. The Tump, Aberystwyth, and Cwm Celyn Iron-Works
Tom L. Brewer, Esq. Coalbrook Dale Iron Company
Thomas Brown, Esq. Ebbw Vale and Sirhowy Iron Company
William Henry Buckland, Esq. Cadixton House, Vale of Neath
James Clay, Esq. Brompton, Director of the Wolverhampton, Shrewsbury, and
Birmingham Railway, and Whitehaven and Furness Railway
Henry Cornfoot, Esq. Cophall-court, Old Palace, Richmond
Frederick Levick, Esq. for Messrs. Crutwell, Allies, and Co. Cwm Celyn and
Blaina Iron-Works
James Parker Dean, Esq. D.C.L., Forchester-terrace, Connaught-square
Thomas Dowling, Esq. Marlboro'-place, St. John's Wood
David Evans, Esq. banker, Merthyr Tydfil
John Evans, Esq. banker, Brecon
Thomas Farncomb, Esq. Alderman, Director of the Namur and Liege Railway
William Findon, Esq. Hanover-terrace, Regent's-park
Rowland Fothergill, Esq. Aberdare Iron-Works, Glamorgan
Algernon W. B. Greville, Esq. Cambridge-terrace, Hyde-park
Richard Heavyside, Esq. Brighton
J. C. Hill, Esq. Pwllheli Colliery, Blaenavon
Samuel Horsley, Esq. Tredgar Iron-Works, Monmouthshire
Jonathan Hopkinson, Esq. Fenchurch-street, Director of the Great Northern
of France Railway
James James, Esq. Swansea
Thomas Jevons, Esq. Venall Iron-Works, and Blaengwrach, Venall, and
Forchgoch Collieries
John Johnson, Esq. Great Winchester-street
John Knill, Esq. London Bridge-wharf, Director of the Worcester, Shrewsbury,
and Central London Railway
Arthur Mann, Esq. Woburn-square, and Denver-hall, Norfolk
John Maund, Esq. Tynawr, near Aberystwyth, and Blain Dir Coal-Works
Henry Brooks Marriott, Esq. Vale of Neath Brewery Company
William Morgan, Esq. Tay Dee Park, Aberystwyth
George Parbury, Esq. Russell-square, Director of the Manchester and Birm-
ingham Continuation and Welsh Junction Railway
Lancelot Powell, Esq. Clydach Iron-Works
Joseph Ruesher, Esq. Glyn-y-Rose, Vale of Neath
John Smith, Esq. 3, Shorter's-court, and Peckham
Edward Smith, Esq. Old Broad-street
William Steele, Esq. Aberystwyth, Blaenavon Iron Company
S. H. Steele, Esq. Aberystwyth
Joseph Thompson, Esq. Director of the London and Brighton Railway
George S. Trower, Esq. St. Mary-at-Hill, and St. James's-place, St. James's
Joseph Underwood, Esq. Eastcheap, and Blackheath-park
Thomas Wayne, Esq. Gadya Iron Company, and Aberdare Coal Company
Robert Bastow, Esq. Surrey-place, London
(With power to add to their number.)
ENGINEER-IN-CHIEF.—William Gravatt, Esq. F.R.S.
ACTING ENGINEERS.—Sandiford F. Griffin, Esq. C.E.; Charles Brumell, Esq. C.E.
SOLICITORS.—Messrs. Elmslie and Preston, 47, Moorgate-street, London.

LOCAL AGENTS.

Swansea.—Charles Basil Mansfield, Esq.
Neath.—George Leeds, Esq.
Merthyr Tydfil.—Messrs. Perkins and James
Brecon.—Messrs. Mayberry, Williams, and Cobb
Aberystwyth.—Messrs. Morgan and Bait
Worcester.—Henry Foley, Esq.

BANKERS.

London.—The Commercial Bank of London, Lothbury and Henrietta-street.
The London and Westminster Bank, Lothbury,
Swansea.—The Glamorgan Bank, Bankers Company,
Merthyr Tydfil and Brecon.—Messrs. Wilkins and Co.

SECRETARY (pro tem.).

Robert de Neuville Lucas, Esq.

On reference to the map of England, it will be found that the existing railways lying to the north of the Thames, with the exception of the Great Western and Maryport and Sunderland railways, run more or less in a northern and southern direction.
The object of the present railway is, by taking Birmingham as the manufacturing capital, as well as the centre of England, to make a direct communication between it and Swansea on the west, and Great Yarmouth on the east; thereby connecting the Irish Sea and Bristol Channel with the German Ocean.
The counties through which it will pass are those of Rutland, Leicester, Warwick, Worcester, Hereford, Monmouth, and Gloucester, embracing, and by taking advantage of the lines already formed, the counties of Norfolk, Cambridge, Huntingdon, Northampton, Nottingham, Derby, Stafford, Gloucester, Brecon, and Carmarthen. The country embraced within its sphere of action is, in every respect, the richest for mining, agricultural, and manufactured produce; and contains a population amounting to 3,000,000.
This line, commencing actually at Oakham, though by the above means virtually at Great Yarmouth, will embrace directly or indirectly the towns of Norwich, Thetford, Brandon, Ely, Downham, Lynn, Wisbeach, Peterborough, Stamford, Oakham, Leicester, Nuneaton, Birmingham, Stourbridge, Kidderminster, Stourport, Worcester, Hereford, Aberystwyth, Merthyr Tydfil, Neath, and Swansea.
The Counties of Glamorgan and Monmouth abound in Iron as well as Coal: as do those of Brecon, Worcester, Stafford, and Salop. The quantity of Iron produced annually in England and Wales is estimated at 1,500,000 tons; of this one-third is raised in the immediate vicinity of Merthyr Tydfil, which is the principal source of supply for the English counties above named. The whole of this quantity, with the Copper, &c., from Swansea and its neighbourhood, will depend for transit to Birmingham and the manufacturing districts upon this railway.
The coal-fields of Monmouthshire and South Wales are inexhaustible, extending over more than 1,200 square miles. The coals are equal to the best Welsh, and are shipped, on account of their excellence, to every part of the world, even to Calcutta and China. The Welsh coal, or stone coal, is also in great demand for manufacturing purposes.
Stone for building may be abundantly supplied along the whole line.
The lime and limestone found in several portions of the line will find a ready transit, not only for building, but for manufacturing and agricultural purposes.
The Drottwhalt salt must depend chiefly upon this railway for its conveyance. The annual consumption of salt for export and home purposes exceeds 1,000,000 tons. A great portion of this quantity is made at Drottwhalt.
The various articles required for the manufacture of glass of all kinds will be conveyed by this railway to Stourbridge, Birmingham, and other parts of Warwickshire, as well as to Staffordshire.
Pottery and Porcelain will prove articles of considerable traffic on this railway. The annual sales from the English Potteries amount to 2,250,000. Worcestershire in reality possesses greater facilities for this manufacture than the counties of Stafford and Derby, for though these have abundance of coal (which by means of this railway will find a ready and cheap transit to the manufacturing districts), they depend for their pipe-clay upon Dorsetshire and Devonshire, and for flint upon Kent; whereas, Worcestershire possesses a ready supply of all these materials. The annual manufacture of leather gloves at Worcester has been estimated at 500,000 dozen pairs, and valued at 360,000.
The total annual value of metallic goods, made chiefly at Birmingham and Sheffield, by the last Government estimate (in 1815), was 17,000,000—320,000 persons then find employment in the iron and steel districts of the country, and Swansea, Merthyr, Stourbridge, Dudley, and numerous places in the counties of Worcester, Stafford, and Warwick, have vastly increased in size and importance.
The traffic in woollens and silks will be greatly increased by means of this railway: the Welsh flannels will be carried to the Midland and Eastern counties, and will find a ready outlet from Yarmouth and Swansea. So also will the Worcestershire woollens and worsteds, and the carpets and rugs of Kidderminster. The numerous and valuable fabrics of Norwich find easy transit to the West by the proposed line, and the principalities of Wales. At present 50,000 barrels of cyder, and 30,000 barrels of perry, are annually sold from the counties of Hereford, Worcester, and Gloucester: the orchard owners of these counties, by means of this railway, will have the opportunity of doubling their sales.
By means of this railway the great agricultural counties of Lincoln, Norfolk, and Suffolk, as well as those in the principality, will be enabled to supply corn, cattle, and provisions of all kinds to Birmingham and the adjacent densely populated manufacturing districts.
Sea food and fresh-water fish will be supplied in daily abundance all along the line, from Swansea and Great Yarmouth.
The distance by this railway between Swansea and Worcester will be seventeen miles shorter than by any other proposed line, whilst it possesses the all-important advantage of passing directly through the heart of the iron and coal district; and there are, perhaps, instances where greater advantages may be reasonably anticipated from the extension of communication which will place so many considerable places and important manufacturing and agricultural districts, which have hitherto suffered from the comparative isolation of their position, within a few hours' journey of the great manufacturing districts of England.
A recent report of the Board of Trade states that railway accommodation will be evinced, at no distant period, to be required, to place Herefordshire, Worcestershire, South Wales, and the important districts lying to the west of the present lines of railway, in direct and unbroken communication, through Birmingham, with the manufacturing districts and the great railway system of the rest of the kingdom.
From the foregoing abundant sources of traffic, to say nothing of the profit derivable from a never-ceasing flow of passengers, an unusually large per centage upon their capital may be confidently anticipated by the shareholders of the company. Power will be asked in the bill to be presented to parliament, to allow interest at the rate of 4 per cent. per annum on all deposits and calls, from the time of payment until the opening of the line.
Preliminary surveys have been made, and sections have been taken, by which the practicability of the line has been fully established.
In conclusion, public attention having been drawn to the atmospheric principle, the committee think it proper to state, that they will be in a condition to take advantage of that principle, should it be eventually proved advantageous to their undertaking.
Applications for shares are at present to be made to the provisional committee, at the office of Messrs. Elmslie and Preston, solicitors, 47, Moorgate-street, London; or Messrs. John Shewell and Son, sharebrokers, Tokenhouse-yard; Mr. John Duncuff, sharebroker, Manchester; Messrs. W. Reynolds and Son, sharebrokers, Liverpool; Messrs. H. and C. Beardsley, sharebrokers, Leeds; Messrs. Tate and Nash, sharebrokers, Bristol; and Mr. Andrew Brand, sharebroker, Glasgow.

CORNWALL AND DEVON CENTRAL RAILWAY.—

NOTICE.—The subscribers are hereby informed, that, on applying on and after Wednesday next, the 28th inst., at the different bankers in London and the country to whom the deposits were paid, and producing the receipts for the same, they may receive back Eighteen Shillings per share on the amount of their subscription. By order, London, May 22, 1845. THOMAS HARVEY, Secretary.

CENTRAL OF SPAIN RAILWAY.—THE ALLOTMENT

of SHARES in this line is now in progress, but, in consequence of the unprecedented number of applications for the letters of allotment cannot be issued for a few days. By order of the committee, THOMAS HARVEY, Sec. pro tem.

NOTTINGHAM, EREWASH VALLEY, AMBER GATE, AND MANCHESTER RAILWAY.

Provisionally Registered, pursuant to 7th and 8th Victoria, cap. 110.
Capital £600,000, in 24,000 shares of £25 each.—Deposit, £1 7s. 6d. per share.

PROVISIONAL COMMITTEE.

John Pemberton Plumtree, Esq. M.P., Freville, Kent
Col. Rolleston, M.P., Watnall, Nottinghamshire
John Sherwin Sherwin, Esq. Bramcote, Nottinghamshire
Robert Holden, Esq. Locko Park, Derbyshire
William Drury Holden, Esq. Locko Park, Derbyshire
Francis Hunt, Esq. Alderwasley, Derbyshire
Richard Hunt, Esq. Wirksworth
Francis Green Goodwin, Esq. Wigwell Grange, Derbyshire
Peter Arkwright, Esq. Willersley Castle, Derbyshire
Directors of the Erewash Canal Company.
William Paget, Esq. Sutton Bonington, Nottinghamshire
Lawrence Hall, Esq. Bramcote, Nottinghamshire
Rev. John Smith, Aldace Park, Derbyshire
Edward Radford, Esq. Tansley Wood, Matlock
Peter Walthall, Esq. Darley Dale, Derbyshire
William Cartledge, Esq. Nottingham
Directors of the Nottingham Canal Company.
William Fletcher Norton Norton, Esq. Elton, Notts
John Gill, Esq. Nottingham
Charles Chouler, Esq. Wollaton, Nottinghamshire
William Watson, Esq. Daybrook, Nottinghamshire
Samuel Beardsley Slater, Esq. Nottingham
Directors of the Cromford and Nottingham Canal Company.
James Nixon, Esq. Beeston, Nottinghamshire
Thomas Bishop, Esq. Standard Hill, Nottingham
John Simpson, Esq. Arnot Hill, Nottinghamshire
Charles Alcock, Esq. Bulwell, Nottinghamshire
Francis Simms Alcock, Esq. Nottingham
Francis Bradthwaite, Esq. Nottingham
John Bradthwaite, Esq. Standard Hill, Nottingham
John Bradley, Esq. Nottingham
William Cantrell, Esq. Wirksworth
Timothy Chouler, Esq. Nottingham
Booth Edmonson, Esq. Nottingham
George Freeth, Esq. Spring-gardens, London
John Fox, Esq. Widdow's, Nottingham
Chas. Edmund Goodall, Esq. Normanton, Nottinghamshire
John Heard, Esq. Nottingham
Lewis Heymann, Esq. Nottingham
Thomas Hopkins, Esq. Nottingham
Samuel Hollins, Esq. Nottingham
Thomas Keely, Esq. Nottingham
Charles Vickers Hunter, Esq. Kilburne, Derbyshire
Francis Hunt, Esq. Alderwasley, Derbyshire
Thomas Jackson, Esq. Nottingham
James Lomax, Esq. Nottingham
Captain Phillips, Daybrook, Nottinghamshire
John Swann, Esq. Nottingham
Kirk Swann, Esq. Nottingham
Francis Welford, Esq. Nottingham
Directors of the Midland Railway.
Charles Clarke, Esq. Matlock—Chairman
Thomas Bishop, Esq. Standard Hill, Nottingham—Vice-Chairman
Edward Radford, Esq. Tansley Wood, Derbyshire
William Paget, Esq. Sutton Bonington
John Simpson, Esq. Arnot Hill, Nottinghamshire
John Heard, Esq. Nottingham
ENGINEER.—John U. Rastick, Esq.
RESIDENT ACTING ENGINEERS.—Mr. Henry Howell and Mr. Samuel Paterson.
BANKERS.
Messrs. Samuel Smith and Co., Nottingham; Messrs. Arkwright, Wirksworth; Messrs. Smith, Payne, and Smith, London; Messrs. Samuel Smith and Co., Derby; Messrs. Jones, Lloyd, and Co., Manchester.
SOLICITORS.
Messrs. Percy, Smith, and Percy, Nottingham; Messrs. Cradock and Woolley, Loughborough; Mr. Philip Hubbersty, Wirksworth.
John Gough, Secretary, pro tem.

This railway is projected to continue the line of communication from the terminus of the proposed Manchester, Buxton, Matlock, and Midlands Junction Railway at Amber Gate to Nottingham; which, by a junction at Nottingham with one of the proposed eastern lines, will complete the nearest and most direct route from Nottingham and the eastern counties to Manchester, Liverpool, and Holyhead, and by a junction with the Midlands Railway, in the Parish of Sawley, by the Erewash Valley, the nearest route from Lancashire and Yorkshire to the south.
The town and environs of Nottingham contain a population of upwards of 100,000 persons, extensively employed in the cotton, silk, and lace manufacture, and this line, by its connection with the proposed Manchester, Buxton, Matlock, and Midlands Junction Railway, will reduce the distance upwards of seventy miles from that important district to Manchester and Liverpool, as compared with existing routes; and the same advantage will also be derived by the towns of Leicester and Loughborough.
The proprietors of the canals in the district through which the line will traverse, it is confidently believed, will amalgamate their interests upon such equitable terms as will prove advantageous to the shareholders in this company.
A preliminary survey of the country has been made, and it has been ascertained that the gradients are remarkably good, and the cost of construction not expensive.
Prospectuses, with forms of application, may be obtained from Mr. Spencer, Nottingham; Mr. Peet, Nottingham; Messrs. Eap and Son, Derby; Mr. Eyre, Derby; Messrs. Leeds and Son, Manchester; Mr. Duncuff, Manchester; Messrs. Joshua King and Son, Liverpool; Messrs. Trigg and Hodgson, Hull; and Mr. J. S. Yeats, Mr. T. Allsop, and Messrs. Carding and Whitehead, Threadneedle-street, London.
Application for shares may be made in the annexed form, to any of the solicitors:—

FORM OF APPLICATION FOR SHARES.

To the Provisional Directors of the Nottingham, Erewash Valley, Amber Gate, and Manchester Railway.

Gentlemen.—I request you to allot me shares in this undertaking; and I agree to accept the same or any portion thereof, subject to the provisions of the subscribers' agreement; and I further agree to execute the same, and any other agreement or deeds, and to pay the deposit when required.

Name
Residence
Description
Date
Reference

NOTTINGHAM, EREWASH VALLEY, AMBER GATE, AND MANCHESTER RAILWAY.

Registered provisionally, pursuant to 7 and 8 Vic. cap. 110.
Notice is hereby given, that NO FURTHER APPLICATIONS FOR SHARES in this undertaking will be received after the 26th inst. By order of the board, Nottingham, May 12, 1845. JOHN GOUGH, Sec. pro tem.

NOTTINGHAM, VALLEY OF BELVOIR, & GRANTHAM RAILWAY.

RAILWAY.—A company is in course of formation by the local and canal interest for the purpose of carrying forward the proposed Manchester and Nottingham, Erewash Valley, and Amber Gate Railway to Grantham & Bingham. This railway will traverse a large and populous agricultural district, connecting it with the great coal and mineral fields of Derbyshire and Nottinghamshire, and will offer the shortest practicable route from the eastern counties to Manchester, Liverpool, and Holyhead. Proposals will be made for uniting this line with that already projected, called the Nottingham, Erewash Valley, Amber Gate, and Manchester Railway, and of the canal interests along the route of the projected railway. There is every reason to believe that the traffic will be abundant and remunerative, whilst its construction will be below the average cost. A preliminary survey of the line has been made, and a prospectus will shortly be issued.
Communications on the subject may be addressed to Messrs. Ostler and Sons, solicitors, Grantham, and Messrs. Percy, Smith, and Percy, solicitors, Nottingham.
Nottingham, May 2, 1845.

GRAND UNION RAILWAY—COMMENCING AT

NOTTINGHAM, and extending via GRANTHAM, FOLKINGHAM, SPALDING, HOLBEACH, LONG SUTTON, AND SUTTON-BRIDGE, TO KING'S LYNN, IN NORFOLK.

Provisionally Registered, pursuant to 7 and 8 Victoria, cap. 110.
Capital £1,500,000, in 60,000 shares, of £25 each.—Deposit £1 10s. per share.

COMMITTEE OF DIRECTION.

THE RIGHT WORSHIPFUL THE MAYOR OF NOTTINGHAM.
William Gibson, Esq.
Frederick Plant, Esq.
Mr. Thomas Gee.

PROVISIONAL COMMITTEE.

William Page, Esq. Radford
F. P. Hewitt, Esq. Nottingham
Thomas Adams, Esq. Lenton Firs
William Patterson, Esq. Bulcote
Richard Biddle, Esq. Nottingham
William Chapman, Esq. Nottingham
John Gibson, Esq. Nottingham Park
Robert Attenborough, Esq. Nottingham
Richard Birkin, Esq. Basford
Isahak Danks, Esq. Nottingham
John Leavers, Esq. Nottingham
Alfred Lowe, Esq. High Fields House
W. E. Laycock, Esq. Sheffield
James Morley, Esq. Stanton Hall
William Taylor, Esq. Nottingham
Fras. Wakefield, jun. Esq. Nottingham Park
Charles Butlin, Esq. Sneaton
Edward Steegmann, Esq. Nottingham Park
The Rev. James Morton, Holbeach
Rev. W. C. Inman, Fellingham
Mr. Edward Torrington, Fellingham
Mr. John Caswell, Fellingham
ENGINEER-IN-CHIEF.—Charles Vignoles, Esq. F.R.S., M.R.I.A.
ACTING ENGINEER.—Mr. George Thompson.
BANKERS.
London.—Sir R. C. Glyn and Co.
Nottingham.—Moore and Robinson's Nottinghamshire Banking Company.
SOLICITORS.
Messrs. W. and S. Parsons, jun., Nottingham.

PROSPECTUS.

This important line of railway will commence near the Midland Counties station at Nottingham, whence, after crossing the navigable River Trent, the line will proceed through or near Bridgeford, Holme, Ratcliffe, and the intermediate villages, Bingham, Bottesford, Wharton, Elton, the rich and fertile Vale of Belvoir, to the town of Grantham, thence passing through or near Folkingham and Bourn, or one of them, to Spalding, Long Sutton, Sutton-bridge, and King's Lynn, and there joining the intended Lynn and East Anglian Railway, will form the most direct line of connection between the eastern counties, and the great and populous manufacturing districts of Lancashire, Yorkshire, and Staffordshire, by means of the projected Grand Union Extension Line to Amber Gate and other lines north of Nottingham; and by means of the line to Yarmouth will also form a communication between the eastern and western coasts of the kingdom.
The southern parts of Lincolnshire, and the north-eastern parts of Cambridgeshire, will be afforded a direct facility of intercourse with some of the best markets in England.
The neighbourhood of Nottingham being the most eastern part of the great midland coal-field, this line will afford a supply of coals, as well as being the medium of transit of Derbyshire lime and stone to the agriculturists of South Lincolnshire, at a considerably cheaper rate than by any other existing or projected line; in short, the vast mineral wealth of the midland district, will be rendered available to the whole of the great agricultural country east of Nottingham.
Surveys are now in progress, and the nature of the country is known to offer no serious engineering difficulties, and a great portion of the line will be nearly a dead level. The consideration of an excellent line from Spalding or Long Sutton to Wisbeach, will also form a portion of the scheme.

The Report of the Board of Trade on the lines through Lincolnshire says—"The total cost attending the transmission of a quarter of wheat from the interior of Lincolnshire, by sea, from the port of Boston to London, including freight, insurance, lighterage, commission, and other charges, is stated to amount to very near 8s. The charge by railway per quarter (allowing five quarters to the ton, at the charge of 14d. per ton per mile, at which the estimate of the Cambridge and Lincoln Railway is taken) would not exceed 2s. and the remaining charges are calculated not to exceed 3s. 6d. thus showing a benefit to the corn growers and to the public of 3s. 6d. per quarter, occasioned by the saving of the sums now paid for insurance, delay, loss in weight, depreciation of quality, lighterage, &c."

"A still more important advantage to the farmer is afforded by the opportunity given by railway communications of availing himself promptly of the most favourable market. It frequently happens, that owing to the delay and difficulty of transmission, the farmer is compelled to sell his wheat at the nearest provincial market at a price considerably below the average rate, and to lose the advantage of a temporary rise."

"Whatever tends to equalise prices and to prevent excessive fluctuations, cannot but be considered as a benefit both to the producer and the consumer. We are satisfied that much may be done in this way by an economical and well arranged system of railway communication." The same remarks apply to the whole of the great manufacturing districts of Lancashire, Yorkshire, and Staffordshire.

The great quantity of land, amounting to 100,000 acres, about to be redeemed from the sea by a company, with Sir John Russell, an engineer for the promoters, and Mr. Rendell for the corporation of Lynn, must ultimately prove of great advantage to this undertaking. And it is conceived, that the Grand Union Railway must meet with the cordial co-operation of the midland railways, as an immense traffic will be brought along those lines en route to Birmingham, the Potteries, and the whole of the manufacturing districts of Staffordshire. The traffic upon the intended Nottingham and Mansfield, Sheffield and Newark, Manchester, Sheffield, and Midland Junction, and the Sheffield and Manchester lines, will also be greatly increased, and the Sheffield and Manchester line, the Cambridge and Lincoln Railway must also be greatly benefited.

Power is intended to be reserved in the Act to allow 4 per cent. interest upon deposits and calls, until completion of the line.

Applications for shares may be made to Messrs. Capes and Stuart, solicitors, Gray's Inn, London; or Messrs. W. and S. Parsons, jun., solicitors, Nottingham, where the forms of application may be obtained; or from Mr. Charles Spencer, Mr. Pearson Peet, Mr. Samuel Collins, sharebrokers, Nottingham; or from Mr. Charles Cancellor, stock and sharebroker, 1, Cusker-court, Broad-street, London; Mr. R. S. Wilkinson, & St. Mildred's-court, London; Mr. William Haynes, sharebroker, Manchester; Messrs. Edward King and Co., Leeds; Messrs. Potter and Smith, Leeds; Messrs. Collinson and Flint, Hull; Messrs. Parsons and Townley, Liverpool; Messrs. Warburton and Co., Newcastle-upon-Tyne; Mr. J. Senior, Sheffield; or Mr. Andrew Moffatt, 21, George-street, Edinburgh.
No further applications for shares can be received after Saturday, the 24th of May inst., except from landowners and parties locally interested along the line; and none from the latter after Saturday, the 31st of May inst.
The allotment will take place immediately afterwards.

GRAND UNION EXTENSION RAILWAY, COMMENCING AT NOTTINGHAM, AND EXTENDING VIA

Lenton, Radford, Wollaton, Bulwell, Nuthall, Kimberley, Watnall, Greasley, Netherporch, Eastwood, Beavercree, Brunstey, Selstone, Codnor, Butterley, Penridge, Ripley, Heage, & Hartley, TO AMBER GATE.

Provisionally Registered, pursuant to 7 and 8 Vic. cap. 110.
Capital £500,000, in 20,000 shares, of £25 each.—Deposit £1 10s. per share.

PROVISIONAL COMMITTEE.

Thomas Adams, Esq. Lenton Firs
William Patterson, Esq. Bulcote
Richard Biddle, Esq. Nottingham
William Chapman, Esq. Nottingham
John Gibson, Esq. Nottingham Park
Robert Attenborough, Esq. Nottingham
Richard Birkin, Esq. Basford
Isahak Danks, Esq. Nottingham
John Leavers, Esq. Nottingham
C. N. Wright, Esq. Nottingham
Edward Steegmann, Esq. Nottingham
W. E. Laycock, Esq. Sheffield
William Taylor, Esq. Nottingham
F. Wakefield, jun. Esq. Nottingham Park

BANKERS.

London.—Sir R. C. Glyn and Co.
Nottingham.—Moore and Robinson's Nottinghamshire Banking Company.
SOLICITORS.
Messrs. W. and S. Parsons, jun., Nottingham.

PROSPECTUS.

An EXTENSION of the GRAND UNION RAILWAY is determined upon, from Nottingham to the terminus of the intended MANCHESTER AND BUXTON RAILWAY, at Amber Gate.
The line will traverse the Great Derbyshire and Nottinghamshire coal-field, running from the town of Nottingham, through or near Lenton, Radford, Basford, Wollaton, Bulwell, Nuthall, Kimberley, Watnall, Greasley, Netherporch, Eastwood, Beavercree, Brunstey, Selstone, Codnor, Butterley, Penridge, Ripley, Heage, Hartley, to Amber Gate, and thus passing through a densely-populated district, inexhaustible in its mineral resources, and from whence an immense degree of local traffic must be derived; it will complete, by its junction with the Grand Union and the Manchester and Buxton lines, a direct communication between the eastern and north-western parts of the kingdom.
As this line was originally a part of the plan contemplated by the promoters of the Grand Union Railway, and was merely postponed until it should be ascertained that the Manchester and Buxton Company would carry out their scheme of extension to Amber Gate, the shares will be apportioned to the holders of Grand Union shares in the proportion of one to every three.—April 30, 1845.

BELGIAN GENERAL RAILWAY COMPANY.

Capital £3,000,000 sterling, in 150,000 shares, of £20 each.
Deposit £2 per share.

PROSPECTUSES will be duly ISSUED, in the mean while applications for shares may be made to the provisional committee, at the office of their solicitor, George Ogle, Esq., 4, Great Winchester-street, London.

ONE GUINEA WELLINGTON BOOTS, MADE TO MEASURE, BY G. GARRETT, BOOTMAKER, by special appointment, to the

KING OF THE BELGIANS.—A STOCK of the most FASHIONABLE and HIGHLY FINISHED BOOTS, of all kinds, kept ready made, to suit the convenience of Noblemen, Officers of the United Services, and Gentlemen, who prefer trying on boots previous to purchasing, or giving an order.—G. GARRETT, ARMY BOOTMAKER, 135, ST. JAMES'S STREET, and 4, LEICESTER-SQUARE.

SHREWSBURY AND HEREFORDSHIRE RAILWAY.

In continuation of the Shrewsbury, Oswestry, and Chester Junction, and the North Wales Mineral Railways, and in connection with the Welsh Midland Railway.
Capital £200,000, in 40,000 shares, of £20 each.—Deposit £1 per share.

PROVINCIAL COMMITTEE.
WILLIAM ORMSBY GORE, Esq., M.P., Chairman.
The Earl of Craven
Lord Bateman
Sir William Rouse Boughton, Bart.
Sir John Campbell, Bart.
Sir Charles Cuyler, Bart.
Sir J. V. B. Johnstone, Bart. M.P.
Sir John R. Kynaston, Bart.
Jas. Ackers, Esq., M.P., The Heath, Ludlow
H. P. F. Aubrey, Esq., Broom Hall, Oswestry
James Baxter, Esq., Sibdon, Ludlow
Samuel Beale, Esq., Birmingham
Adam Duff, Esq., Swansea
Joseph Bailey, Jun., Esq., M.P., Easton-court, Tenbury
Wm. Brown, Esq., Chester
Duncan Davidson, Esq., of Tulloch
James Davies, Esq., Elm Lodge, Ludlow
Rev. Stephen Donne, Oswestry
Thomas Dunne Esq., Bircher, Loominster
Adam Duff, Esq., Blackchapel, Oswestry
Thomas Dixon, Esq., Chester
Edward Evans, Esq., Eytton-hall, Loominster
David Hamer, Esq., Glynrafon, Salop
Abel Harrison, Esq., Sibdon, Ludlow
David Harrison, Esq., Staly-bridge
W. B. Hughes, Esq., M.P., Plasoch, Anglesea
Joseph Hegan, Esq., Lerpoo
Sir Richard Jenkins, K.C.B., Bickton Hall
John Laird, Esq., Birkenhead
Rev. Samuel Jones Knight, Welwyn, Herts
Frederick Wood, Esq.
Joseph Martin, Esq., Glyncoen, Glamorganshire
James Matheson, Esq., of Achary, M.P. and Cleveland-row, London
Townsend Mainwaring, Esq., M.P., Marchwell Hall, Denbigh
Geo. McIntosh, Esq., 37, Upper Seymour-street, London
Rev. Robert Meyrick, Ludlow
Francis Massey, Esq., Ludlow
Thomas Penson, Esq., Oswestry
Rev. John Phillips, Rector of Ludlow
Thos. S. Rawson, Esq., Bridgen-place, Kent
John Bethune Ross, Esq., younger of Strathgarve, Edinburgh
John Salway, Esq., Moor-park, Ludlow
J. Lys Seager, Esq., Millbank, Westminster
Robert Scott, Esq., M.P., Walsall
Walter Stubbs, Esq., Hay Park, Ludlow
Edward Stewart, Esq., 14, Chesterfield-st., Mayfair
John Stewart, Esq., Belladrum House
William Thompson, Esq., alderman, M.P., Whitehall-place, London
Henry Whittall, Esq., Mayor of Ludlow
Charles Wardell, Esq., 43, Westbourne-terrace, London
F. R. West, Esq., of Ruthin Castle, Denbigh
John Williams, Esq., Chester
The Sheet, Ludlow
W. Ormsby Gore, Esq., M.P., Chairman
W. Bulkeley Hughes, Esq., M.P., Deputy-Chairman
James Ackers, Esq., M.P.
Joseph Bailey, Jun., Esq., M.P.
William Browne, Esq.
Adam Duff, Esq.
John Williams, Esq.
CONSULTING ENGINEER—Robert Stephenson, Esq.
ENGINEER—Henry Robertson, Esq., A.M.
SOLICITORS.
Messrs. Barker, Rose, and Norton, 50, Mark-lane, London, and 31, Parliament-street, Westminster; H. Kelsall, Esq., Chester; Messrs. Longueville and Williams, Oswestry.
LOCAL AGENT—L. L. Clark, Esq., Ludlow.

BANKERS.
London Joint-stock Bank; Messrs. Glyn, Halifax, Mills, and Co., Lombard-street; Messrs. Dixon and Wardell, Chester; Messrs. Williams and Co., Chester; Messrs. Beck and Co., Shrewsbury; Messrs. Croxson and Co., Oswestry; National Bank of Scotland, Edinburgh; North and South Wales Bank, Wrexham; the National and Provincial Bank, Loominster; the Borough Bank, Liverpool.
This railway will form a continuation of the Shrewsbury, Oswestry, and Chester Junction Railway, passing through Ludlow to Loominster. It will unite the railway system of the south and west of England, and of South Wales, with that of Shropshire, Cheshire, North Wales, and Lancashire, and will connect, by the nearest route, Newport, Cardiff, Swansea, Carmarthen, Brecon, Hereford, and the whole of South and Central Wales, with Shrewsbury, Oswestry, Wrexham, and the whole of North Wales, and with Chester, Birkenhead, Liverpool, Manchester, and the north of England.
Besides the through traffic from these more distant points, this railway will possess great local advantages. It will, in connection with the Welsh Midland, introduce the mineral products of South and North Wales into the central counties of Worcester, Brecon, Hereford, Shropshire, and Montgomery, and will afford the greatest facilities for the transmission of the agricultural produce of those counties, to the ports on the Severn and Mersey.
In connection also with the Welsh Midland, it will open into the central and northern parts of England, a direct outlet to the vast mineral products of South Wales—copper, tin plates, spelter, coals, and iron. The iron alone exceeds 350,000 tons annually, and a large portion of this is at present carried to Liverpool.
The arrangements to meet the great interests affected by this railway have been carefully matured; and, from its connection with existing companies, it will afford to the public the greatest advantages, and will receive the most powerful local support.
The length of the proposed line is thirty-seven miles. A preliminary survey has been made, and the country has been ascertained to be peculiarly favourable. The gradients will be easy, and the cost of construction moderate.
The railway accommodation of Montgomeryshire will be taken into consideration by the promoters of this railway, in the event of not being afforded by any existing company.
Under the arrangement entered into with the North Wales Mineral, the Shrewsbury, Oswestry, and Chester, and the Welsh Midland Railway Companies, the shares for raising the necessary capital for this undertaking will (subject to a reserve for parties locally interested in this proposed railway) be taken up by the shareholders in the three last-named companies.
Parties locally interested in this undertaking, desirous of having shares allotted to them, are requested to make applications to the solicitors on or before the 28th of May.

FORM OF APPLICATION.
To the provisional committee of the Shrewsbury and Herefordshire Railway Company.
Gentlemen,—I request that you will allot me shares in the above company, and I hereby undertake to accept such shares as may be allotted to me, and to pay the deposit thereon, and also to execute the Parliamentary contract and the subscribers' agreement when required.—Dated this day of May, 1845.
I am, gentlemen, your obedient servant,
Name
Address
Profession or trade
Reference

BRECON AND MERTHYR TYDVIL JUNCTION RAILWAY.

IN CONNECTION WITH THE WELSH MIDLAND RAILWAY.
Capital £400,000, in 16,000 shares, of £25 each.—Deposit £1 5s. per share.

PROVINCIAL COMMITTEE.
Colonel Wood, M.P. for Breconshire
James Ackers, Esq., M.P., The Heath, Ludlow
Joseph Bailey, Jun., Esq., M.P., Easton-court, Tenbury
James Palmer Budd, Esq., Ystalyfera Iron-Works, Swansea
Dunbar John Cother, Esq., of Harcourt buildings, Fempie, London
John N. Foster, Esq., St. Andrew's, Biggleswade
William Bulkeley Hughes, Esq., M.P., Plasoch, Anglesea
Joseph Hegan, Esq., Liverpool, director of the Manchester and Leeds Railway
Sir J. V. B. Johnstone, Bart. M.P.
Captain Laws, R.N. Crumpsall-hall, Lancashire, director of the Manchester and Leeds Railway
David Watkins Lloyd, Esq., Mayor of Brecon
Joseph Martin, Esq., Glyncoen, Glamorganshire
Gabriel Middleton Powell, Esq., Peterstone-court, Brecon
Thomas Powell, Esq., of Gare, near Newport, director of the Taff Vale R'way
John Bruce Pryce, Esq., Dyffryn, Glamorganshire
Thomas S. Rawson, Esq., Bridgen-place, Kent
James Lys Seager, Esq., Millbank, Westminster
Edward Stewart, Esq., 14, Chesterfield-st., Mayfair
William Thompson, Esq., Ald. and M.P., Whitehall-place, London
William Thomas, Esq., Court, Merthyr Tydvil
Arthur Wellington Wood, Esq., Littleton, Middlesex
John Parry de Winton, Esq., Maiderwen, near Brecon
Howell Jones Williams, Esq., Coity, Brecon
(With power to add to their number.)
ENGINEER—Robert Stephenson, Esq.
SOLICITORS.
Messrs. Barker, Rose, and Norton, 50, Mark-lane, London, and 31, Parliament-street, Westminster; Messrs. Vaughan and Bevan, Brecon.
LOCAL AGENT—George Overton, Esq., Merthyr Tydvil.
BANKERS.
London—Messrs. Glyn, Halifax, Mills, and Co.
Brecon and Merthyr—Messrs. Wilkins and Co.
Manchester and Brecon—National Provincial Bank of England.
Liverpool—Messrs. Arthur Heywood, Sons, and Co.
Swansea and Neath—The Glamorganshire Banking Company.
The objects of this railway are to connect the great iron districts of Merthyr Tydvil, Rhymney, &c., with the proposed Welsh Midland Railway at Brecon, and, consequently, with the railway system of the midland and northern parts of the kingdom.
To convey coal, iron, tin plates, and other metals, by the shortest route to the intermediate districts, and to Birmingham, as well as to the ports of Liverpool and Birkenhead, this being the shortest communication by several miles from the iron and coal districts of Merthyr Tydvil and its neighbourhood, and the midland and northern parts of England as well as Scotland, by which passenger traffic, as well as metals and other produce destined for those districts, will be secured to this railway.
In conjunction with the proposed Welsh Midland Railway to connect the places on and near this proposed line with Birmingham and Staffordshire, and the salt works of Worcestershire and Cheshire, and to give facilities for the introduction of timber and the agricultural produce of Worcester, Hereford, Brecon, Radnor, and the adjoining counties, into the densely populated manufacturing districts of Merthyr Tydvil and its neighbourhood.
A most important feature for the success of this undertaking, is the cordial support with which it has been received by the landowners along the line.
Power will be taken in the bill to allow interest at 4 per cent. per annum on all deposits and calls from the time of payment until the opening of the line.
That one fourth of the capital will be reserved for local interests, and the remainder, with any proportion of the local reserve not taken up, will be divided amongst the shareholders of the Welsh Midland Railway, in a form to be hereafter announced.
Parties locally interested may apply for shares, in the following form, to the solicitors and local agents, of whom prospectuses can be obtained, and no other applications will be attended to.

FORM OF APPLICATION.
To the Provisional Committee of the Brecon and Merthyr Tydvil Junction Railway.
Gentlemen,—I request that you will allot me shares in the above company, and I hereby undertake to accept such shares as may be allotted to me, and to pay the deposit thereon, and also to execute the Parliamentary contract and the subscribers' agreement when required.—Dated this day of May, 1845.
I am, gentlemen, your obedient servant,
Name
Residence
Profession or trade
Reference

At the last half-yearly meeting of the proprietors of the Stroudwater Navigation, a half yearly dividend at the rate of 15 per cent. was declared.

WELSH MIDLAND RAILWAY AND THE SHREWSBURY AND HEREFORDSHIRE RAILWAY.

An arrangement has been made between the promoters of the Welsh Midland Railway and the promoters of the Shrewsbury and Hereford Railway, in connection with the Shrewsbury, Oswestry, and Chester Junction Railway, and the North Wales Mineral Railway, whereby a railway communication between Loominster and Shrewsbury has been agreed to be made by a separate company, to be called "The Shrewsbury and Herefordshire Company," upon terms mutually advantageous.
BARKER, ROSE, and NORTON, Solicitors to the Welsh Midland Railway Company.
H. KELSALL, Solicitor to the Shrewsbury, Oswestry, and Chester Junction Railway Company.

WEXFORD, WATERFORD AND VALENTIA RAILWAY.

TO JOIN THE WATERFORD, LIMERICK, AND CORK RAILWAYS.
(Provisionally Registered, pursuant to the 7th and 8th Victoria, c. 110.)
Capital £1,250,000, in 50,000 shares, of £25 each.—Deposit £1 10s. per share.

PROVINCIAL COMMITTEE.
Sir Robert Fitz-Wygram, Bart., Connaught-place, Hyde-park
John Nunn, Esq., Silver-spring, Wexford
Robert Hughes, Esq., Ely House, Wexford
Sir Richard Langrishe, Bart. Knocktopher, Kilkenny
Rev. Richard King, Woodville
Sir Edward Cholmeley Dering, Bart. Surrenden Dering, Kent
William Richardson, Esq., Charlotte-street, Bedford-square
J. Leveson Gower Ward, Esq., Lincoln's Inn
T. T. Miller, Jun., Esq., Abchurch-lane
Richard Goff, Esq., Tottenham-green, Wexford
Colonel William P. Pigott, Slevoe Castle, Wexford
Francis Leigh, Esq., magistrate, Rosegarland, Wexford
Captain C. C. Mansergh, Longraigne, Wexford
Walter Hore, Esq., Harpinstown, Wexford
Patrick Trant, Esq., county magistrate, Waterville, Caherciveen
Samuel Handy, Esq., merchant, New Ross
Ambrose Miller, Esq., merchant, Thames-street
Catharine W. Toole, county magistrate, Caracole
Higatt Tench, Esq., Ballyhealy, Wexford
Charles O'Connell, Esq., Atrada, Caherciveen
David Beatty, Esq., Penzance, Wexford
W. H. Kellott, Esq., Great Clonard, Wexford
Richard McCullin, Esq., county magistrate, Whitefield, Kilkenny
Rev. Henry Heigham, Robercon Glebe, Kilkenny
William Campbell, Esq., Great Portland-street
Samuel Kough, Esq., merchant, New Ross
John Preston, Esq., Robercon Tower, Kilkenny
Rev. G. E. Armstrong, Listerlin Glebe, Kilkenny
Edward Rae, Esq., magistrate, Keel, Milltown
(With power to add to their number.)
BANKERS.
Messrs. Smith, Payne, and Smiths; London and County Bank, London; the Manchester and Liverpool District Bank, Liverpool; the Bank of Ireland, and the Provincial Bank of Ireland, and their branches.
ENGINEER IN CHIEF—William Gravatt, Esq., F.R.S.
ACTING ENGINEER—Robert McCall, Esq., C.E.
SOLICITORS.
Messrs. Stevens, Wilkinson, and Satchell, Queen-street, London; John Symons, Esq., 33, Old Jewry, London; William B. West, Esq., Wexford.

The proposed railway will complete the chain of communication between London and the south and west of Ireland, by route of the Great Western and South Wales Railways to Fishguard, or St. David's Head, from thence to the harbour of Wexford (being the narrowest part of St. George's Channel), where the projected railway, uniting the important ports of Wexford, New Ross, and Waterford, will commence, and passing through the towns of Taghmon, Mullinavat, and Carrick-on-Suir, will there join the Waterford, Limerick, and Cork Railways, which have on this portion of their line the towns of Clonmel, Cahir, Cashel, Tipperary, and Kilmallock; and leaving them at Charleville, the Wexford, Waterford, and Valentia Railway will proceed through the towns of Dromcolliher, Newmarket, Castle Island, and Killarney, with a short branch to the important port and county town of Tralee; it will then pass onwards in the vicinity of Castlemaine, Milltown, Killglinn, and Caherciveen, and terminate at the spacious harbour of Valentia.
By the same speed now maintained on the Great Western Railway, the journey from London to Fishguard will be performed in five hours, the passage thence to Wexford in four, to Dublin in two—thus completing the distance to Dublin in eleven hours, and accelerating the English mails to the interior thirty hours earlier than by the present arrangements.
It will be readily seen by an inspection of the map, that the whole line, when completed, will greatly facilitate the intercourse between Great Britain, Ireland, and America, as, by means of it, Valentia Harbour, a port of great importance, being brought within thirteen hours of London, must become a packet station, where vessels would avoid the delays of adverse tides and winds in the Channel, and save, at least, 900 miles of the most difficult part of the voyage to America, which would then be accomplished with ease and regularity (via Halifax) in seven days from Valentia and eight days from London.
The proposed railway will also afford a new and convenient opening for the transport and sale of the produce of the country through which it passes, by a safe and expeditious means of transit to every part of the kingdom; and the fact, that a great portion of the traffic between London, the west of England, Wales, south and west of Ireland, and ultimately of America, must exclusively flow into this line, as the great highway between these countries will be at once sufficient to show that the increase of traffic will greatly exceed the ordinary rate of computation, and that the return upon the capital invested will be very ample.
This line will pass through or near twenty towns, having on each side a fertile country, containing a population of 2,000,000 and upwards, to the whole of which it will afford railway accommodation; it will intersect the inexhaustible coal-fields of Duhalloy (computed by the railway commissioners to be the most extensive in the United Kingdom), the valuable limestone and marble quarries at Dunkit, Pilltown, Mitchelstown, and Killarney, and the lead and copper mines near the latter (all on the line). The slate quarries at Valentia, the finest in the world, have been selected for supplying the roofing to the new Houses of Parliament, and, being extensively worked by an English company, will add to the traffic of the line.
In addition to the income derived from the mineral traffic, a very large source of revenue may be anticipated from the line, considerably cheapening the transit of the staple articles of the Irish export trade, which are raised in large quantities in the districts close to the course of this railway, the daily produce of the fisheries along the west coast, Nymph Bank, Killmore, and Wexford, and the immense quantity of live stock, corn, butter, and other agricultural produce, immediately available and requiring transmission; added to which, the numerous and extensive malting-houses and flour mills along the line will contribute largely to the traffic, and prove equally beneficial to the country and the shareholders.

When it is considered that this railway will form an important portion of a great national project, which must ere long be accomplished—that of establishing a direct chain of communication between England and America, through South Wales and the South of Ireland—it may reasonably be assumed, that, independently of its present superior local advantages and public utility, it will, in a prospective point of view, secure to itself the largest trade, and prove one of the most remunerative lines as yet proposed in Ireland.
A portion of the shares are reserved for parties locally interested, and the remainder will be allotted to those giving unexceptionable references, and no application will be attended to unless accompanied by a London reference.
Powers will be taken in the Act of Parliament to limit the liability of the shareholders to the amount of their shares, and to allow interest at 4 per cent. per annum on the deposits.
Prospectuses, with plans and forms of applications for shares, may be obtained from the following stock and sharebrokers:—Messrs. Mullens and Marshall, Lombard-street, and Messrs. Carden and Whitehead, Threadneedle-street, London; Messrs. A. and S. Boulton, and Mr. Thomas Crewdson, Liverpool; Messrs. Boyle, Low, Pym, and Co., and Bruce and Symes, Dublin; Mr. Graves, Manchester; Messrs. Hirst and Brooke, and Mr. James Jameson, Leeds; Messrs. Tate and Nash, Bristol; Mr. Samuel Eyre, Derby; Mr. W. Smith, Glasgow; Mr. James Pringle, Edinburgh; Messrs. Hopwood and Palmer, Plymouth; and also of the bankers and solicitors of the company.
Company's Offices, 33, Old Jewry, London, April 22, 1845.

To the Provisional Committee of the Wexford, Waterford, and Valentia Railway.
Gentlemen,—I hereby subscribe for shares of 25l. each in the above undertaking, and I agree to accept that, or any less number of shares that may be allotted to me, to pay the deposit, and sign the necessary deeds.
Dated this day of 1845.
Christian and surname in full
Profession or calling
Place of residence
Name and address of reference in London

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LONDON CENTRAL RAILWAY TERMINUS.

Capital £500,000, in 25,000 shares, of £20 each.—Deposit £1 per share.
PROVINCIAL COMMITTEE.

John Addis, Rotherhithe
William Bland, Esq., Brixton-road, director of the North Wales Railway
William Chadwick, Esq., 29, Montague-square, director of the Richmond Railway Company
Edward Chapman, Esq., Old Brompton, director of the Richmond Railway Company
Charles Finch, Esq., Staines, director of the Staines Railway Company
John Godfrey Hudson, Esq., St. George's-terrace, Hyde-park, director of the Great Munster Railway
Andrew Inderwick, Esq., R.N., United Service Club, chairman of the London Conveyance Company
George Miller, Esq., Mount-street, Grosvenor-square, director of the Hungerford-bridge Company
Aspley Pellatt, Esq., Staines, director of the Staines Railway Company
W. Shadbolt, Esq., Croom's Hill, late chairman of the Greenwich Railway
T. B. Simpson, Esq., Rutland Lodge, Brixton, director of the Richmond Railway Company
Henry Lewis Smaile, Esq., Doctor's Commons, director of the South Eastern Railway Company
John Wheelton, Esq., Meopham Bank, Tonbridge, Kent, director of the Taff Vale and Traction Railway and Holyhead Junction Railway
C. F. Whiting, Esq., Beaufort House, Strand, director of the Richmond Railway
William Lechmere Whitmore, Esq., 19, James-street, Buckingham-gate, director of the Great Western Railway (Irish)
(With power to add to their number.)
BANKERS—London Joint-Stock Bank; London and County Bank.
ENGINEERS—J. Locke, Esq.; T. Page, Esq., Engineer for the Thames Embankment.
SOLICITORS—Messrs. Bircham and Dalrymple, Bedford-row; William Chapman, Esq., 3, Arundel-street, Strand.
SURVEYORS—Messrs. Emmett and Co., 9, John-street, Adelphi.
SECRETARY—John F. Neale, Esq.

The object which has for a long time occupied the attention of every railway proprietor whose line terminates near the metropolis—viz., the attainment of some point for their terminus situated more centrally, and with readier access to London travellers than their present sites, appears now to be in course of completion.
Two principal lines of railway, the South-Western and South-Eastern, have proposed and intend to carry into effect extensions of their lines from the existing termini to the neighbourhood of the Waterloo and Hungerford-bridges, and to this point the traffic from Birmingham and the north of England will also be enabled to proceed, through the contemplated extension of the West London Railway, across the Thames to a junction with the South-Western line. The perfect attainment of the object in view will, however, remain unaccomplished, so long as the terminating point is kept on the south side of the river; since, although a considerable improvement as compared with the present positions will thereby be effected, still the station in the Waterloo-bridge-road is remote and inconvenient to the larger proportion of travellers, and the evils now so justly complained of will be far from completely obviated.
It is with the view of supplying this deficiency that the promoters of the London Central Railway Terminus lay their project before the public. They propose to provide means whereby the passenger carriages from every line in connection with the metropolis, can be conveyed across the Thames to a general station erected in the immediate vicinity of Charing-cross.
For this purpose plans have been prepared, which have received the approval of the most eminent engineers for carrying admissible line of rails over the river, adjoining the new Hungerford Suspension-bridge, and supported by a simple and inexpensive addition to the present erections of that structure.
For the vast amount of traffic which will thus be brought to the Middlesex side of the river, it is intended to provide a central station of corresponding magnitude. The company therefore propose to undertake the execution of part of the embankment (according to the plan of the Government for embanking the Thames) for the distance lying between Waterloo and Hungerford-bridges, and over part of the area thus obtained from the river, to erect a station of size sufficient to supply the purposes of every separate railway, and furnished with every requisite provision for the wants of the respective companies and the convenience of their passengers. The property of the company will extend through the whole frontage of the Adelphi-terrace, the present buildings of which, as well as those to be hereafter erected, will be admirably adapted for a series of splendid hotels.
This project would have been before the public at an earlier period, but the projectors were desirous of obtaining the full concurrence of her Majesty's Commissioners for Metropolitan Improvements; and they are now enabled to state, that the plans have been laid before the Commissioners, and, as far as relate to the embankment and terminus, have met with their decided approval.
On the south side of the river the proposed railway will join the several extension lines at their nearest point of approach to the Thames and to each other, and thus will constitute a leader into the heart of London for the Birmingham, South-Western, Brighton, and South-Eastern lines, at present existing, as well as for the various proposed lines through Kent, and to Richmond and Staines, which will shortly be in course of construction. The directors of several of the above-mentioned companies have already expressed their approval of the undertaking; but the advantages it offers are so great and obvious that there can be no doubt of the cordial co-operation of the managers and proprietors of the other lines, without exception.
The plan presents no features of difficulty, or involving the necessity of any extraordinary expense. The ground to be occupied by the station will, from its peculiar character, be obtainable at a comparatively small cost; and from estimates carefully prepared, it is proved that a capital of £500,000 will be sufficient for the accomplishment of every purpose in contemplation. This capital it is proposed to raise in 25,000 shares, of £20 each.
In order to favour the multitudinous travellers for short distances out of London, the toll charged to passengers for any station short of twenty miles will be less than that required from those bound on more extended journeys, and who are more likely to be encumbered with luggage. An average of 2d. has been assumed upon the whole number estimated.
From the traffic returns of the railways now completed, together with the increase to be derived from the lines at present before Parliament, it is estimated that the annual number of arrivals and departures of passengers from their London termini, who will select the central station for their landing point, will amount to 5,500,000; the gross receipt from whom, at a toll of 2d. each, will be £45,000 per annum. From this amount a deduction of 20 per cent. for working expenses, &c. (including the rental to the proprietors of Hungerford-bridge) will be amply sufficient, as the company will have no need of locomotives, and therefore be freed from those items which occasion the heaviest expenditure on other railways. This will leave a net profit of £36,000 per annum for the tolls alone. To this must be added the profits that will be derived from the various wharfs and buildings, and from the proposed pier for steam-boats, amounting, on the most moderate calculation, to an annual rental of at least £15,000. With this addition, the total returns will amount to somewhat more than 10 per cent. on the capital required. The completion of every new railway, and the opening of every extension line or feeder to the existing railways, will produce a constant increase in the revenue of the proposed line, and promise to raise it most rapidly to an important rank as an investment for capital.
The provisional committee have also taken into consideration a plan for extending the proposed embankment and railway from the great central station to some point nearer the city, and are deeply impressed with the great public advantages derivable from such an undertaking.
This plan has been referred to the engineer and surveyors of the company, whose report thereon may be expected in a short time, when the estimates of the additional expense, and other particulars, will be duly announced.
Forms of application and prospectuses may be obtained at the offices of the company, 28, Moorgate-street, or from the solicitors, Messrs. Bircham and Dalrymple, 15, Bedford-row; William Chapman, Esq., 3, Arundel-street, Strand; and at the undermentioned brokers—Liverpool, Messrs. Parsons and Co.; Manchester, Messrs. Cardwell and Co.; Leeds, Messrs. Watson and Co.; and Messrs. Bell and Rhodes; Hull, Messrs. Collinson and Flint.

FORM OF APPLICATION.
To the Provisional Committee of the London Central Railway Terminus.
Gentlemen,—I request you will allot to me shares of £20 each in this company, and I undertake to accept the same, and to pay the deposit thereon, or upon any lesser number that may be allotted to me, such payment to be made within the time limited and prescribed by you, and I undertake to execute the agreement and Parliamentary contract when required.
Name in full
Trade or profession
Residence
Place of business (if any)
Date
Reference

PATENT IMPROVEMENTS IN CHRONOMETERS.
WATCHES, AND CLOCKS.—E. J. DENT, 22, Strand, and 33, Cockspur-street watch and clock maker, BY APPOINTMENT, to the Queen and his Royal Highness Prince Albert, begs to acquaint the public, that the manufacture of his chronometer watches, and clocks, is secured by three separate patents, respectively granted in 1836, 1840, 1842. Silver lever watches, jewelled in four holes, 5 gu. each; in gold cases, from £8 to £10 extra. Gold horizontal watches, with gold dials, from 8 gu. to 12 gu. each.
DENT'S PATENT DIAPHRAGM, or meridian instrument, is now ready for delivery. Pamphlets containing a description and directions for its use in each, but to customers gratis.

OFFICE FOR PATENTS, 7, STAPLE INN, HOLBORN
J. MURDOCH (successor and late assistant to Mr. Hebert) informs INVENTORS and PATENTEES, that at his OFFICE they can obtain
REFERENCE TO A CLASSIFIED LIST OF PATENTS.
THE ONLY ONE EXTANT, which shows at one view all the Patents ever granted for any particular object, whereby they may save much trouble and expense, and procure information not otherwise obtainable. BRITISH and FOREIGN PATENTS OBTAINED and USEFUL and ORNAMENTAL DESIGNS REGISTERED.
SPECIFICATIONS carefully prepared, and REPORTS of ENROLLED SPECIFICATIONS furnished on moderate terms.
FINISHED and WORKING DRAWINGS executed with accuracy and despatch.

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CONTINENTAL RIVALRY.—(From a Correspondent.)—Some short time since, the *Mining Journal* announced that the Prussian Seehandlung Society had undertaken to construct machinery, for which purpose, they had formed an establishment at Mohabit. We now find that they recently delivered a steam-machine of fifty-horse power, at the Eagle Mills, in Berlin, and which, on trial, was found *useless*—several attempts to remedy it having completely failed, the society, we learn, were obliged to recommence it, and have already paid 3000 thalers fine (300 per week) as the agreed forfeit, for the non-delivery of the machine at the time agreed upon; on account of the low prices of the Seehandlung Society's articles, it was considered impossible for private firms to compete with them.

NIESTER-DALE IRON COMPANY.—This company is progressing in the most prosperous manner; the shares were allotted on the 21st inst., and such is the confidence in the capabilities of this property, and the enterprising exertions of the directors, for developing its resources, that there was one thousand applicants for every hundred shares issued. The company has been formed under peculiarly promising circumstances, and bids fair to become highly remunerative to the shareholders, and, indeed, of great public advantage, under the present system of duties in the Germanic Union.—The COLOGNE AND FRANKFORT RAILWAY COMPANY, which has been some time projected, is progressing, and, we believe, the prospectus will appear in the course of a few days.

DEAL PIER COMPANY.—The annual general meeting of the shareholders in this company was held at the London Tavern, on Thursday, the 22nd inst., JOHN WHEATLTON, Esq., of Meopham Bank, near Tonbridge, in the chair.—The SECRETARY having read the advertisement convening the meeting, presented the directors' report, in which it was observed, that, during the years 1843 and 1844, the position of affairs did not warrant them in convening the usual annual meetings; they had, however, convened special meetings, to inform the proprietors of the state of affairs, and had directed their undiminished attention to the best mode of discharging the liabilities of the company. Having, at a previous meeting, been authorised by the proprietors to raise the sum of 7000*l.*, for completing the pier, they had effected such transaction, and having entered into an agreement with Mr. Higgins, civil engineer, for the completion of the work, the pier would be carried out four hundred and fifty feet from the present head, which would give them a depth of water of six feet at the lowest spring tides, and which would enable the landing of passengers at all periods. This work finished, it was hoped the affairs of the company would progress in a satisfactory manner. The report and accounts, as audited, were then received, and adopted unanimously. Messrs. Jackson, Oakley, and Potts, who went out of office as directors by rotation, were re-elected, and Messrs. Clements, Robinson, and Jolly, were elected auditors, with a yearly allowance of five guineas each. A vote, expressive of the thanks of the proprietors to the chairman and directors, was unanimously agreed to; and the chairman, in reply, observed, that he hoped they should still proceed as they had done—that they should progressively improve—and that, at the next meeting, they should be enabled to lay before them a still more favourable account of their affairs.—The meeting then separated.

THE DUNDEE BANK OF SCOTLAND.—We noticed in the *Mining Journal* of 3d August last, a prospectus of a company, which was then about being formed for the establishment of a bank in Edinburgh, not on the general principle as a bank of issue, but, in addition to receiving deposits, and acting as an agency bank, a great proportion of its business was proposed to be devoted to discounting with Bank of England and local bank paper, or specie; and which came out under highly favourable auspices, promising to be of great public utility, and a secure investment for the employment of capital. We are sorry to find, however, that sinister influences have been at work, by which, notwithstanding the unwearied labour of Mr. Pringle, the secretary, and Mr. Groat, the projector of the undertaking, and the great pecuniary sacrifice made by those gentlemen, in the preliminary expenses incurred, they find the progress of the undertaking stopped, which has been brought about by very questionable conduct on the part of certain individuals, who have, by false representations, damped the ardour of the shareholders, which has dissipated many from paying up their deposits. It is with much pleasure we refer to the highly honourable conduct of the gentlemen named, who, satisfied with the *bona fide* nature of the undertaking, and their own veracity in every statement that emanated from their office, have resolved, at whatever personal sacrifice, to return to every shareholder who paid, the amount of his deposit, with interest to the 15th of April last, determined not to suffer unjustly in the estimation of their fellow-citizens or the public, and convinced that, although baffled for a time, the principles on which the undertaking was based must ultimately prevail. The capital was fully subscribed for, and, but for the conduct above referred to, and the want of a resident board of directors, the success of the bank was certain.

PROPOSED GALLERY OF ARTS ON WATERLOO-BRIDGE.—We have been favoured with a sight of a design for a bold and novel erection, executed by Thomas Motley, Esq., of Bristol, engineer, who proposes to construct throughout the length of Waterloo-bridge, which is 1300 feet, a magnificent gallery, for the reception of sculpture, paintings, machinery, and other works of art, antiquarian curiosity, and *vertu*. To break the monotony of so great a length of building, it is proposed to raise a central elevation above the gallery, 400 ft. long, 40 ft. wide, and 15 ft. high, inclosed with plate-glass, to be appropriated as a conservatory, and furnished with plants from all parts of the globe; the whole of the bridge would, of course, be preserved for its usual traffic, by raising the gallery on suitable pillars, and which traffic would be much increased by carrying out this novel plan. From the most careful estimates, it is calculated, that, by an admission fee of 1*s.*, rent for works deposited, and commission on sales, a weekly income of 100*l.* would be obtained, and as 250,000*l.* will be adequate to complete the erections, the half of that sum, or 500*l.* per week, would pay 10 per cent. on the capital expended. The idea is certainly a good one, and if the company, which it is proposed to form, should carry it out, there is no doubt but it would form an object of powerful attraction, while the beauty, harmony, and chasteness of the design, reflect the greatest credit on the artist and inventor, Mr. Motley, who has been for upwards of twelve months maturing his views on the subject, and we trust he may be successful.

SHREWSBURY AND BIRMINGHAM RAILWAY COMPANY.—An advertisement having appeared, offering the scripholders in this company an opportunity of exchanging their scrip for scrip in a company proposed to be amalgamated with the Grand Junction Company, I am directed by the committee of the Shrewsbury and Birmingham Company to CAUTION the shareholders on the subject, as no such amalgamation has taken place, or is in contemplation, with the sanction of the provisional committee.

By order, GEORGE KNOX, Secretary.
Offices of the Shrewsbury and Birmingham Railway,
3, Moorgate-street, May 30, 1845.

TO THE SHAREHOLDERS OF THE SHREWSBURY AND BIRMINGHAM RAILWAY.

There is no mistaking Mr. Bland and the so-called committee of investigation. We are to have a second Richmond affair, and Mr. Chadwick, having again concluded an agreement with a hostile company, comes before you backed, as he then was, by his Liverpool friends, and invites you to exchange your scrip for scrip in the "Amalgamated Company." The amalgamation, however, seems to be all on one side at present. The terms are, no doubt, "approved of by the Grand Junction Company," and it must heartily wish success to the project; but at present it is clearly an affair of Mr. Chadwick's, who does not relish having been expelled from your committee. While on that committee, he urged the appointment of Mr. Wm. Watson as your secretary, and, more recently, he did the same with the committee of the North Wales; so that it looks very much as if the "amalgamated" company had been formed for his friend.

Let us look, therefore, at what this tripartite offers, for at present we are not favoured with the names of the "six gentlemen from the Shrewsbury and Birmingham shareholders and six from the Shrewsbury and Grand Junction."

1. That your chairman and deputy-chairman may transfer their interests and services to the Amalgamated Company. These gentlemen are therefore called upon to state publicly whether, as representatives of the Shropshire party, they can have anything to do with the Grand Junction and Mr. Chadwick, and whether they are prepared to throw overboard the mineral district between Wolverhampton and Birmingham, represented in your committee by Mr. Benbow, the Member for Dudley, and by Mr. Richard Smith.

2. Your stock is to be reduced to one-half, and this in order that the Grand Junction Company may participate in the advantages of the other half.

3. With a diminished stock you are to be saddled with all the expenses incurred by another company, just as if your own were not enough already.

4. The country is to be "left open south of Wolverhampton"—that is, you are to give up the most profitable part of your line, and the part, too, which obtained for the whole the favourable report of the Board of Trade, lest it should interfere with the interests of the Grand Junction Company.

And then comes the notice inviting you to exchange your scrip—for what? "For certificates entitling the holder to a corresponding number of shares of £25 each in the proposed amalgamated Birmingham and Shrewsbury Railway Company, upon which shares the deposit of £25 *shall* be considered as paid." That is to say, you are to consider the new scrip as representing £25 *paid*, although by what process the actual money is to get into the hands of the "Amalgamated Company" is not explained. Were not the parties pretty well known to me, I should consider the whole thing to be a burlesque; but they are serious, and must be treated seriously; and you must, therefore, be cautioned against giving away that which represents an actual paid-up deposit, and which is valued in the market at from £25 to £30 premium, for that which is mere waste paper. Remember, too, that, by your own act and deed, you have given your present committee full power to take all necessary steps for obtaining an Act of Parliament, either in this session or in the next. 1. For one, am quite content to wait till the decision of the Group Committee, which, I have no doubt, will be in favour of this railway, is made known; and, if your committee do not then come forward and show that, as honourable men, they have watched over and protected your interests, I shall not hesitate to demand another committee; but I certainly shall hesitate before I consent to throw myself into the hands of my opponents.

May 17, 1845.

AN ORIGINAL SHAREHOLDER.

RAILWAY GAZETTE.

RAILWAY IMPROVEMENTS.—We understand a very ingenious method for improving railway axles has been devised by Mr. Busse, secretary of the Leipzig and Dresden Railway, whereby the great wear, heating, and consequent destruction of the axles is avoided. The axle-pans he proposes to construct of wood, combined with bone and hard lead, instead of brass, and to employ grease containing a small quantity of rape-seed oil, well secured from dust and sand; the oil is communicated from the reservoir to the axle by capillary attraction through a thread of cotton; and the apparatus may be applied to existing railways at a very insignificant cost. He affirms that one of his axle-pans will wear out ten brass ones, and run 500 miles without wanting fresh oil. It is also said that it has been in use in waggons which have run 10,000 miles without appreciable wear. Mr. Busse's axle-pans cost from 1*s.* 6*d.* to 2*s.*, and the brass ones 6*s.*

IMPORTANCE OF THE PRESENT CONTEMPLATED RAILROAD EXTENSION.—Although the daily increase in the number of newly-projected railways must strike every one with astonishment, on consideration of the enormous amount of capital and labour required for carrying them out, yet few have calculated on the immense stimulus which the industry and trade of the country would receive, on the completion of (say) 2000 miles of the proposed undertakings; these would give employment to 500,000 labourers and 40,000 horses for four years; 400,000 tons of iron would be required for rails, chairs, &c., and the stations, sheds, buildings, and permanent way, would cover 20,000 acres of land. The undertakings now before the public far exceed 2000 miles, and, with the continual development of the system which must naturally ensue, we may calculate on railway enterprise providing, for many years to come, for a very large proportion of labour, and keeping up the necessity of regular production in the iron manufacture of the kingdom.

RAILWAY PROJECTS THIS SESSION.—A curious return has just been officially prepared, giving a list of all the railway projects submitted to the consideration of the Board of Trade, showing the date at which each such project was received, and specifying those upon which the Board of Trade have already reported to Parliament. This return occupies five closely-printed folio pages, merely enumerating the names of the railways under which the plans were deposited, between the 21st of November and the 3d of December last. The 30th of November was the day named at the time as being the last on which they could be received. In this return there were enumerated the names of no fewer than 248 railways which have been projected, and for which plans have been duly prepared. Only eighteen of those projects remain to be reported upon by the board.

STRASBURG AND PARIS RAILWAY.—This projected railway, for the formation of which the law has passed the French Legislature, is perhaps the most important of all the French lines; with the line from Havre-de-Grace to Paris, this railway will open a complete communication between the eastern frontiers of France, with the states of Switzerland, Germany, and Prussia. These three countries exchange commercial transactions with France to the amount of 12,000,000*l.* per annum, while the fifteen departments which the line will traverse contain a population of six and a quarter millions, nearly two millions of whom inhabit the towns on the route, their revenue being 13,200,000*l.*, or nearly double that of the whole kingdom of Belgium. Strasburg, by this communication, will form the grand point of ingress and egress between France and Germany; and a large portion of the population of the latter consisting of thirty millions of people, will, doubtless, avail themselves of this means of intercourse with the south of Europe. It is difficult to ascertain, with any degree of correctness, the exact amount of travellers who come by Strasburg into all parts of France; from the most authentic sources, however, which can be made available, it appears to be about 200,000 per annum, and if the same increase over the old traffic which has followed the establishment of all the other French lines be calculated upon, the passenger traffic may be expected to reach nearly 1,000,000 per annum. It appears that the calculations on which the directors founded their estimate of an ample return for the capital, were not made without good data, and careful investigation; for the Minister of Public Works, in his Report of April 19, has verified such estimates, which will produce an income of 9 per cent. In a military point of view, this line will be of the utmost importance to France, as it will enable her, in case of war, to guard with facility the northern and eastern frontier, or strike with advantage into the very heart of any of the border countries who might be their enemies. The capital is 2,400,000*l.*, in 120,000 shares of 20*l.* each, and should not the line be granted to this company, the deposits will be returned, deducting 2*s.* per share, to cover the preliminary outgoings.

The rumour originating with one of the French railway papers, as to the shares of this company having been advertised as allotted in France, is totally without foundation, the advertisement in question having stated, that the shares had been allotted here.

BIDEFORD AND TAVISTOCK RAILWAY.—In our last paper we called the attention of our readers to the announcement of the prospectus of this company, which was advertised in our columns; we are much pleased to learn that the applications for shares are already so numerous that the directors must soon fix an early day for the allotment. From our own knowledge of the district, as well as from the strong support which this undertaking receives from the local journals, and the landowners and inhabitants of the county, we have no doubt that this will prove a truly valuable project, both for the inhabitants of the district, and for the proprietors of shares in the company. A public meeting convened by the Portreeve, in pursuance of a requisition presented to him, was held at Tavistock, on the 17th inst., at which the steward of the Duke of Bedford and other influential gentlemen warmly supported the resolutions, which were afterwards adopted by the meeting, in favour of the main line and branches of the Bideford and Tavistock Railway, as being decidedly more for the convenience and advantage of the public in general, than any other line which could be proposed to connect the English with the Bristol Channel.

LONDON CENTRAL RAILWAY TERMINUS COMPANY.—The much required, long considered, and several times projected, undertaking of bringing the London termini of the several railways, to a more central station in the metropolis than either of them at present possess, is now proposed to be carried out by a company just formed under the above title, in a style commensurate with the importance of the project. The great point of difficulty hitherto has been, to find a spot commodiously situated for the undertaking, without the accompaniment of that ruinous cost for valuable property, which must be incurred in the extension of the lines from their present termini. The intention of the South-Western and South-Eastern Companies to extend their lines to Hungerford and Waterloo Bridges, the expected termination of the Kentish and Richmond lines at the same point, and the proposed extension of the West London Railway to the Surrey side of the river by the London and Birmingham Company, has started the happy idea of appropriating a large area of land obtained from the river, by embankment, between the two bridges, taking the whole frontage of the Adelphi-terrace (the buildings of which will be transformed into magnificent hotels), and on this land to erect an extensive station, of sufficient magnitude to give every accommodation to the vast traffic which must accrue to it, forming, as it will, the metropolitan nucleus for the entire railway travelling population of the United Kingdom. To reach this point, it is proposed to construct a double line of rails across the river, by simple and not expensive, but safe and durable, additions to the Hungerford Suspension Bridge. The land thus reclaimed from the river will be obtained at little more than the cost of the embankment. The carrying out the entire plan presents no particular features of difficulty or expense disproportioned to the returns to be expected; and the accommodation which its establishment will confer upon the public must insure to the proprietors a handsome per centage on the outlay. In addition to the approbation of the project expressed by the directors of the leading companies, the provisional committee have laid the plans before the Metropolitan Improvement Commissioners, which have met with their decided approval, while its advantages are so obvious that it will, doubtless, receive the cordial support and assistance of the directors and proprietors of every line now open, or in contemplation, terminating in London. A capital of 500,000*l.* is considered ample for the full development of the plan, which is divided into 25,000 shares of 20*l.* each; and as no locomotive engines will be required, the working expenses, including rent to Hungerford Bridge proprietors, will not exceed 20 per cent. on the gross receipts. It is calculated as certain that the undertaking will pay 10 per cent. on the capital employed.

NEW SPANISH RAILWAY.—Government has conceded to a Spanish company the line of railway from the coal mines of Langreo, Asturias, to the Atlantic ports of Gijon and Villaviciosa. The capital of the company is to be 40,000,000 reals (about 400,000*l.*), divided into 20,000 shares of 2000 reals each.

LONDON AND BLACKWALL RAILWAY COMPANY.—A special general meeting of the proprietors was held at the London Tavern, on Tuesday last, the 20th inst.—J. N. DANIELL, Esq., in the chair.—The Secretary read the notice convening the meeting, and the report of the directors, which recommended the creation of 24,000 shares at 6*l.* 13*s.* 4*d.* each, bearing interest at the rate of 3½ per cent., to pay off 160,000*l.* of the debenture debt, which, at present, bears 5 per cent.; the said shares to be amalgamated with the original stock on the paying off the whole of those debentures in January, 1847; the shares to be called up as the money is required to pay off the debentures. The report recommended that the Epping branch should be proceeded with in the present, and, if not, certainly in the ensuing session, notwithstanding the Board of Trade having advised its postponement; and, also stated that, an extension to Southend and Prittlewell, with branches to Tibury and the River Crouch, was projected, which scheme it was proposed to carry out by a separate company, giving, however, a considerable interest to the Blackwall Railway.—The CHAIRMAN said, he felt some anxiety in making the three propositions contained in the report, although, he was assured, they would tend to the future prosperity of the company—the first subject had attracted the attention of the directors in no ordinary degree; the second had also engaged the serious consideration of the directors; but the third point, though a novel one, was of great importance to the interest of the proprietors. His great anxiety was, that in carrying out their several propositions, they should have the sanction of the proprietors to the proposed extension of their line, as there were other parties ready to undertake it; they had as yet had no return for their outlay, which would naturally make them careful how they entered into fresh liabilities—at the same time, it was necessary to make some further exertions, not only to develop the capabilities of their line, but to prevent other parties carrying out the extension, which would be to the serious injury of this company. The proposition had not been brought forward in a spirit of speculation; but, as was sincerely believed, by himself and colleagues, as a means of making this, which had been hitherto a wretchedly bad, into a flourishing, company. On the subject of the proposed conversion of a portion of the debenture debt into capital, which had been already brought before the proprietors, he had great pleasure in saying that double the number of shares to be created had been applied for by the proprietors, there had been few dissentients—only 374 shares; he then moved the adoption of the report, which was seconded by Mr. BOWRING, M.P., who had always considered the dead weight of the company to be the cause of depreciation of the shares, and the bad feeling existing in the public mind towards them. The proposition before them had engaged the most serious attention and anxiety of the directors, and many discussions had resulted in the most perfect unanimity of the Board in its favour, and a response on the part of the shareholders, such as could scarcely have been anticipated. The directors' object had been to give the shareholders the benefit of this operation, and the only proposition they were not able to entertain was, the carrying it to a further extent by availing themselves of the present circumstances, and remove the whole debenture debt burden; but as some years would elapse before they would fall due, they had made provision for their payment till the end of 1847, as they thought they might be able to make better terms if the entire removal of the dead weight were deferred till 1848. In the meantime, there was no doubt these debentures might be renewed on advantageous terms, and he now thought they would never again meet together without having a dividend declared; he trusted that in future the directors would ever have to meet the proprietors with smiling faces, and that their prosperity would be permanent and increasing.—Mr. Jeffries, Mr. Goldsmid, and Mr. Ellison, having made a few observations, the propositions were put, and carried unanimously, as was also a resolution to proceed with the Epping Extension.—The CHAIRMAN, in answer to a Proprietor, mentioned that in addition to the 6*d.* per share, which had been previously authorised to expend in the extension project, a further contribution of 1*s.* per share, would be required. The Chairman also mentioned the projected line through South Essex to Southend was in progress, and that a provisional committee had been formed, and they had ascertained the extent of the traffic; but their being other parties in the field, he did not think it prudent to enter into details, although he felt no doubt that the line would be very valuable to their company, but that they had no resolution to propose on the subject.—A vote of thanks was then passed to the Chairman and Directors, and the meeting separated.

NORWICH AND BRANDON RAILWAY.—A special general meeting of the shareholders in this company was held at the offices, Guildhall-buildings, on Tuesday, the 20th inst., for the purpose of considering several bills for branch lines in connection with this railway—viz., the Diss and East Dereham line, capital 220,000*l.*; a line from Lowestoft to join the Yarmouth and Norwich Railway, at Redham, capital 120,000*l.*; and one from Diss, to join the Eastern Counties line near Colchester, with a capital of 500,000*l.* These several bills had been passed the Standing Orders' Committee; and the necessary resolutions having been agreed to unanimously, the meeting broke up.

HAYLE RAILWAY COMPANY.—The half-yearly general meeting was held at the offices, in Broad-street-buildings, on Thursday, the 22d inst., ABEL LEWIS GOWER, Esq., in the chair.—The advertisement convening the meeting having been read, and the minutes of the last meeting confirmed, the CHAIRMAN stated that a preliminary meeting of the committee had that morning taken place, to draw up a petition to Parliament, and frame certain resolutions thereon, to place their company under the regulations of the general Railway Police Act of 1845—it being desirable, as their line would form part of the West Cornwall Railway, that the whole should be under a like system of management.—The petition, which was merely a formal document, was then read, approved of by the meeting, and the seal of the company was ordered to be affixed thereto, and resolutions were unanimously agreed to, empowering the committee to present the same, and to enable them to make contracts, and do other acts touching the said railway bills, as they may deem expedient, or as Parliament may direct.—It being deemed desirable that the proceedings in Parliament, when completed, should be laid before the shareholders as early as possible, it was agreed that the meeting should stand adjourned until Thursday, the 3d of July; and a vote of thanks having been passed to the chairman, it separated.

ARMAGH, COLERAINE, AND PORTURUSH RAILWAY COMPANY.—The deputation from this company have completed their task in Ireland, and petitions for the suspension of the Standing Orders, in favour of the company, from all the districts in the north of Ireland, through which the line will run, will be immediately presented to both Houses of Parliament. Lord Acheson and Mr. Boyd, we understand, in the House of Commons, will move the suspension of the Standing Orders, and the Earl of Gosford, in the House of Lords. We need hardly say, that we wish every success to the directors, in the efforts they are about to make, for carrying out their object. We believe there is no town or district adjacent to the line, but have forwarded petitions to their Members for presentation to Parliament in its favour.

EAST INDIAN AND COLONIAL SCREW PROPELLER NAVIGATION COMPANY.—We have elsewhere noticed the formation of two companies for conferring upon the inhabitants of our East Indian territories the blessings of railway communication, and we are happy to observe that a company is now before the public, whose object is to establish a regular communication between England and Calcutta, by vessels which will accomplish the voyage in average, and almost certain, periods, instead of the precarious and often tedious and harassing delays, occasioned by calms, contrary winds, &c., which are too often experienced under the present system of navigation established between this country and India. To accomplish this, it is proposed to take advantage of the application of the screw propeller, which, as an auxiliary to sailing vessels, has now been proved to be of such eminent importance. It is considered desirable, in the first instance, that the operations be confined to eight vessels, built on the most approved principles, of 1400 tons burthen, fully rigged, fitted with powerful engines properly adapted for driving the screw propeller, and possessing ample and first-rate accommodation for sixty cabin passengers. These vessels it is proposed to dispatch, one every month from London to Calcutta, and *vice versa*; and they will, at a speed of about eight knots an hour, make the voyage in from sixty-five to seventy days; the present average time of the fastest sailing vessels being from ninety to ninety-five days out, and 100 to 105 home, while the casualties of winds and calms often extend the time of reaching their destination to a considerably longer period. The establishment of a plan which will bring Calcutta within seventy days' sail of London, will be of immense advantage, and give an impulse to Indian commerce, which will confer considerable benefits on the community at large, as well as the merchant and trader in both countries; while families and invalids will avoid all the inconveniences of the present system—the quarantine laws, and the oft-repeated transshipment of themselves and their baggage. The capital proposed to be raised is 1,000,000*l.*, in 20,000 shares, of 50*l.* each; the cost of the eight ships and sundry coal hulks, with a working capital of 20,000*l.*, is estimated at 426,400*l.*—leaving for the future extension of the undertaking to other parts of India and the Australasian colonies, the sum of 573,600*l.* The number of passengers to and from India can be so correctly ascertained, and the regularity and security which will be afforded by this new system of communication, being certain to attract the largest proportion of voyagers, the future return can be more correctly ascertained than almost any other of the numerous plans for investment which are brought before the public, and allowing 15 per cent. for wear and tear, and insurance, the profits, after a careful calculation, are estimated at 7½ per cent. per annum, without taking into consideration any allowance from Government; and as the company are now in treaty for the conveyance of the mails to the Cape of Good Hope, the Mauritius, and India, a considerable addition to this may be expected.

BOSTON, STAMFORD, AND BIRMINGHAM RAILWAY,
WITH A BRANCH FROM SPALDING TO LYNN.

Capital £1,000,000, in 20,000 shares, of £50 each.—Deposit £1 7s. 6d. per share.

Provisionally registered under 7 and 8 Vic., cap. 110.

PROVISIONAL DIRECTORS.

Directors of the Leicester and Birmingham Railway.
Charles Holte Bracebridge, Esq., the Hall, Atherstone.
John George Norbury, Esq., Mancetter House, Atherstone.
William Freer, Esq., Atherstone.
Frederick William Wollaston, Esq., Shenton Hall, Hinckley.
F. Wollaston, Esq., Sheepy, Atherstone.
James Walkinshaw, Esq., Old Park, Isle of Wight.
Samuel Haines, Esq., Chad House, Edgbaston.

Directors of the Trent Valley Railway.
Henry Tootal, Esq., Manchester.
James Hibbert Wanklyn, Esq., Crumpsall House, Manchester.
Henry Gardner, Esq., Chasely Hall, Manchester.
Directors of the Churnet Valley Railway.
Robert Chapman Sharp, Esq., Bramhall Hall, Cheshire.
Thomas Clitchley, Esq., Manchester.

The Mayor of Birmingham.
William Charles, Esq., Birmingham.
Edward Middleton, Esq., Birmingham.
George Sanders, Esq., Wakefield, director of the Cambridge and Lincoln R.W.
Solicitors—S. S. Baxter, Esq., Atherstone.

BANKERS.
Messrs. Glyn and Co., London.
The Leicestershire Banking Co., at Leicester, Atherstone, and Hinckley.
Messrs. Jones, Lloyd, and Co., Manchester.
The Birmingham Banking Company, Birmingham.
The Stamford and Boston Banking Co., at Stamford, Boston, and Spalding.

This important undertaking, in connection with the projected Leicester and Birmingham line, and the existing midland railways, will form the most complete and direct line of communication yet projected between the great corn producing counties of Norfolk and Lincoln, and the populous manufacturing districts of the midland counties, of which Birmingham is the centre.

It will, in conjunction with the line via East Dereham to Lynn, and the Norwich and Yarmouth Railway, establish a direct communication from Yarmouth and Norwich to Birmingham.

By means of its junction with the proposed Cambridge and Lincoln, or the London and York lines, as the case may be, it will also bring within the range of its advantages the whole of the country between Lincoln and Peterborough.

The part of the line extending from Boston, by Spalding, to Market Deeping, and the branch from Spalding to Lynn, will also form the direct route to London from those towns and the country northward thereof as far as the Humber.

On the other hand, it will bring the whole of this highly cultivated and populous county into direct and immediate communication with the great coal fields of Leicestershire and Warwickshire; the proposed line of the Leicester and Birmingham Railway passing through the latter, and a branch line from the Leicester and Swannington Railway to the Midland Railway, at Broughton, uniting it with the former.

By these means the price of coal will be reduced one-half at Stamford and the adjacent towns, in which this undertaking will possess a decided superiority over any other that has been or can be proposed.

By the junction of this line, at Nuneaton, with the Trent Valley Railway, it will also form the most direct communication between Yarmouth, Norwich, Lynn, Boston, Spalding, Stamford, and all the intermediate towns, and Manchester, Liverpool, and North Wales; and, by means of the railways centering at Birmingham, with Bristol and the whole of the west of England and South Wales.

A glance at the map will show that no line that can be devised will so completely effect all the objects of a grand east and west communication as the one now proposed.

The line of country traversed by the railway is not less favourable in an engineering point of view. From Lynn and Boston to Stamford, two-thirds of the whole line, the country is one uniform plain; from thence the line follows the Valley of the Welland, to or near to Market Harborough, and then passes over an easy country to the Midland Railway.

The enormous exports of corn and other agricultural produce from Lynn, Boston, Wisbeach, and Spalding, and the corresponding imports of manufactured and other goods to those towns, is a great source of wealth, and will be increased by an abundant source of traffic for this railway; but, when to this is added the great facilities of intercommunication which the line will afford, bringing within a few hours distance the eastern and western coasts of the island, and to this is added the entire supply of inland coals throughout the country traversed by the railway, there can be no doubt that it will yield a very ample return for the capital required for its formation. Applications may be addressed in the annexed form to the solicitor.

FORM OF APPLICATION.

To the Provisional Directors of the Boston, Stamford, and Birmingham Railway.
Gentlemen,—I request you will allot me shares, of £50 each, in the Boston, Stamford, and Birmingham Railway Company, on the terms and conditions of the prospectus, and I undertake to pay the deposits and sign the Parliamentary contract and subscribers' agreement.—Dated this day of 1845.

Name
Residence
Trade or profession (if any)
Reference

SOUTH LONDON SUBURBAN RAILWAY, ON THE
ATMOSPHERIC PRINCIPLE.

Accommodating the wealthy and populous districts of Kennington, Stockwell, Clapham, Balham Hill, Tooting, Mitcham, Merton, Morden, Streatham, Brixton, Tulse-hill, part of Norwood, and Dulwich.

PROVISIONALLY REGISTERED.

Capital £500,000, in shares of £20 each.—Deposit £1 7s. 6d. per share.

No shareholder to be liable beyond the amount of his subscription.

OFFICES, 48, MOORGATE STREET, LONDON.

PROVISIONAL COMMITTEE.

Sir Charles F. Forbes, K.C.H., Argyl-street.
John Hodgson, Esq., Q.C., The Cedars, South Lambeth.
Joseph T. Humphrey, Esq., Chancery-lane.
George Joyce, Esq., Board of Trade.
Kenyon Stevens Parker, Esq., Q.C., Gower street.
Martin Archer Shee, Esq., Cavendish-square.
L. H. Thompson, Esq., Kennington.
Frederick Williams, Esq., Hampstead.
Captain Whitfield, Lan-downe terrace.
(With power to add to their number.)
Standing Counsel—Charles Wordsworth, Esq.
Engineer—Nathaniel Briant, Esq.
Solicitors—Messrs. Sudlow, Sons, and Torr.
Parliamentary Agents—Messrs. Bulmer and Stride.
Architect and Surveyor-in-Chief—Thomas L. Donaldson, Esq.
Assistant Architect and Surveyor—Thomas J. Pring, Esq.
Bankers—Messrs. Roberts, Curtis, and Co., 15, Lombard street.

PROSPECTUS.

This railway is intended to establish a direct and speedy communication between the above named populous places and the metropolis.

The contemplated line is about nine miles in length, and will be partially carried on a viaduct and partially on an embankment; the cuttings required will be very slight, and the gradients and curves extremely favourable.

The atmospheric principle has been decided upon, from its being admirably adapted to a line requiring a constant succession of trains; to which may be added the great advantages of total freedom from noise, smoke, and dust.

The line will commence at London-bridge, passing through the parishes of St. Olave and St. George the Martyr, in the borough of Southwark—the property required in these parishes will be comparatively of little value; continuing its course the line will cross the New Kent-road, near the Elephant and Castle—traversing the inferior property in the neighbourhood of Lock's fields, crossing the Walworth-road, and thence proceeding to the eastward of the Surrey Zoological Gardens, it will pass close to Kennington Common across the Camberwell New road. The line will here diverge and form itself into two branches, one of which will pass the Brixton road and proceed to Stockwell, thence to Acre-lane, skirting Clapham New Park, over Tooting Common, and continuing its route near Tooting Graveny Church, will proceed in nearly a straight direction to within a short distance of Mitcham Church. The other will be a shorter branch, and after passing the Camberwell New road will proceed in a line nearly parallel with the Brixton-road to the rear of the houses on the east side thereof, passing on to Cold Harbour-lane, Effra-road, near Brixton Church, it will thence proceed in a direction so as to afford accommodation to the inhabitants of Tulse-hill, Dulwich, and Norwood.

In order to render this line available to the west end traffic, there will be a station near the Elephant and Castle. Another station will also be established in the immediate vicinity of the Surrey Zoological Gardens, by which means the greatest facilities of access will be afforded to the immense concourse of people who frequent that place of amusement in the summer months, and which will add materially to the receipts of the company.

It is well known, and universally admitted, that the neighbourhood through which this line will pass is most densely populated, and the traffic far greater than any other suburban district of the metropolis.

The result of the investigation with regard to the traffic fully proves a very large return upon the proposed capital.

Applications for shares in the annexed form (with unexceptionable references), may be made to the Provisional Committee, at the Offices of the Company, 48, Moorgate street, London.—Messrs. Sudlow, Sons, and Torr, the solicitors of the company; and to Messrs. Aston and Scott, stock and sharebrokers, 32, Throgmorton-street.

No applications for shares can be received after THIS DAY (Saturday, 24th of May).

FORM OF APPLICATION.

To the Provisional Committee of the "South London Suburban Railway Company." Gentlemen,—I request you will allot me shares, of £20 each, in the above named company, and I undertake to accept the same, or such less number as you may appropriate to me, subject to the regulations of the company, and to sign the necessary deeds, and to pay, when required, the deposit thereon of £1 7s. 6d. per share.

I am, gentlemen, your obedient servant.

Name (in full)
Profession
Residence (in full)
References

Date

SOUTH LONDON SUBURBAN RAILWAY.—NOTICE.

The company have removed to their OFFICES, No. 48, MOORGATE STREET, London.

SOUTH LONDON SUBURBAN RAILWAY.
COMPANY'S OFFICES, 48, MOORGATE STREET, LONDON.

NOTICE.—The directors beg to announce, that NO APPLICATIONS FOR SHARES in this company can possibly be received after THIS DAY (Saturday, 24th of May).

LONDON, OXFORD, CHELTENHAM, GLOUCESTER,
TEWKESBURY, AND HEREFORD RAILWAY.—(DIRECT LINE).

Capital £2,500,000. Shares, £25 each. Deposit, £1 7s. 6d. per share.

No shareholder to be liable beyond the amount of his subscription.

PROVISIONAL COMMITTEE.

(With power to add to their number.)
The Right Honourable the Earl of Orkney, Taplow Court, Bucks.
The Right Honourable Viscount Loftus, M.P. for Woodstock, Oxon.
The Right Hon. Lord Donallogh, North Lodge, Cheltenham, and Kilboy, Ireland.
The Right Honourable Lord Sudeley, Tuddington, Gloucestershire.
Captain the Honourable William Edward Fitzmaurice, M.P. for Buckinghamshire.
Captain the Honourable S. T. Carnegie, R.N. M.P.
Captain the Honourable G. F. Hotham, R.N. Chairman of the Brighton and Chichester Railway.

Sir Henry Lambert, Bart. Aston Rowant, Oxon.
Sir Edwin Pearson, F.R.S. Gloucester-terrace, Regent's-park, London.
Robert John Bagshaw, Esq., Sannybank, Abergavenny.
Thomas Beasley, Esq., L.L.D., Uxbridge.
Robert Biddulph, Esq., Ledbury, Herefordshire.
Thomas Edwards, Esq., Bryanton-square, London; Director of the Warwick and Cheltenham Junction Railway.
John Brightman, Esq., Regency-square, Brighton; Director of the Newport, Abergavenny, and Hereford Railways.
John Churchill, Esq., Bayswater, London; Director of the Trent Valley Continuation Railway.
Caledon George Dupre, Esq., M.P. for Buckinghamshire.
Thomas Edmonds, Esq., High Wycombe, Bucks.
Robert Fisher, Esq., Highbury-park, London; Director of the Trent Valley Continuation Railway.

George Freeman, Esq., Cheltenham; Director of the Birmingham and Gloucester Railway.
Henry Plumtre Gibbs, Esq., Montagu-place, Bryanton-square, London; Director of the Warwick and Cheltenham Junction Railway.
James Grace, Esq., Wardrobe, Princes Risborough, Bucks.

The Reverend George Gled, the Vicarage, Chalfont St. Peter's, Bucks.
Francis Hampe, Esq., Bacton Villa, Herefordshire, and Castlett, Gloucestershire.
Nathaniel Hartman, Esq., The Oaklands, near Cheltenham.
Richard Heavyside, Esq., Brighton; Director of the Cork and Waterford Railway.
Frazer Bradshaw Henshaw, Esq., Lower Seymour-street, Portman-square, London.
John Nembhart Hibbert, Esq., Chalfont-house, Chalfont St. Peter's, Bucks.
Mr. James Hobbs, Lane-end, Great Marlow, Bucks.
Edward Holland, Esq., Dumbledon House, near Evesham.
Henry Hull, Esq., Uxbridge, Middlesex.
William Hull, Esq., Uxbridge, Middlesex.

Mr. Thomas Henry Johnson, Uxbridge, Middlesex.
Richard Hartley Kennedy, Esq., Enniscote-house, Leamington; Chairman of the Warwick and Cheltenham Junction Railway.
John Lucena Kettle, Esq., Lincoln's Inn, London; Fellow of Lincoln College, Oxford.
Richard Lucas, Esq., High Wycombe, Bucks.
Donald Maclean, Esq., Abchurch-lane, London.
Frederick Mangles, Esq., New Broad street, London.
John Martin, Esq., M.P. for Tewkesbury.
Thomas Mills, Esq., Tolmers, Herts; Deputy-Chairman of the Northern and Eastern Railway.

John Nash, Esq., High Wycombe, Bucks.
John Howell Nash, Esq., High Wycombe, Bucks.
John Packer, Esq., Mayor of Tewkesbury.
George Priestley, Esq., The Grove, Chalfont St. Peter's, Bucks.
William Pegg, Esq., Woodburn, Bucks.
Joseph Pyke, Esq., Deane Hall, and Notgrove, Gloucestershire.
Archibald Spens, Esq., Manor-house, Inverkeithing, N.B.; Director of the Warwick and Cheltenham Junction Railway.

James Freeman Sage Spicer, Esq., Woodburn, Bucks.
Thomas Shackleton, Esq., Uxbridge, Middlesex.
Henry E. Strickland, Esq., The Lodge, near Tewkesbury.
Walter Strickland, Esq., Cockthorpe-park, near Witney, Oxon.
George Ledwell Taylor, Esq., Hyde-park-square, London.
Major General H. G. A. Taylor, Clarendon-square, Hyde-park-gardens, London.
John Turner, Esq., High Wycombe, Bucks.
Charles Venables, Esq., High Wycombe, Bucks.
Charles Venables, Esq., Woodburn, Bucks.
George Venables, Esq., Woodburn, Bucks.

Philip Wroughton, Esq., Batstone-house, Stokenchurch, Oxon.
Henry Wheeler, Esq., High Wycombe, Bucks.
The Reverend Henry Tufnell Young, Stokenchurch, Oxon.

Thos. E. Bigge, Esq.
John Brightman, Esq.
Hon. Captain Carnegie, M.P.
Caledon George Dupre, Esq., M.P.
Hon. Captain Fitzmaurice, M.P.
Henry P. Gibbs, Esq.
Richard Heavyside, Esq.
Frazer B. Henshaw, Esq.

John N. Hibbert, Esq.
Hon. Captain Hotham, R.N.
R. Hartley Kennedy, Esq.
John L. Kettle, Esq.
Frederick Mangles, Esq.
Sir Edwin Pearson
George L. Taylor, Esq.

BANKERS. Messrs. Coombs, Biddulph, and Co.
ENGINEERS. Robert Stephenson, Esq.
SOLICITORS. Messrs. Bridges and Mason, Red-lion-square, London.
At Cheltenham—Messrs. Newman, Gwynett, and Ticehurst.
At Tewkesbury—Messrs. Richards and Thomas.

LOCAL AGENTS.
Messrs. Riches and Woodbridge, solicitors, Uxbridge.
Messrs. Charsley and Parton, solicitors, Beaconsfield.
Messrs. Hester and Hazel, solicitors, Oxford.
John Lovegrove, Esq., solicitor, Gloucester.
Messrs. J. and F. Higgins and Chamberlain, solicitors, Ledbury.
J. S. Collins, Esq., solicitor, Ross.

SECRETARY. Charles T. Beke, Esq.
Power will be taken in the bill to allow interest at 4 per cent.
Further particulars will be given at the office of the company, No. 13, Old Jewry Chambers, Old Jewry, London, where applications for shares may be made. Applications should be accompanied by a reference to some member of the provisional committee, to one of the local agents, or to some London banker.

LONDON, OXFORD, CHELTENHAM, GLOUCESTER,
TEWKESBURY, AND HEREFORD RAILWAY COMPANY.—NO APPLICATION FOR SHARES in this company will be received after SATURDAY NEXT, the 31st inst. By order, C. T. BEKE, Secretary.

BIDEFORD AND TAVISTOCK RAILWAY, WITH
BRANCHES TO BARNSTAPLE AND CREDITON.
(Registered provisionally, pursuant to Act 7th and 8th Victoria, cap. 110.)
Capital £500,000, in 25,000 shares, of £20 each.—Deposit £1 7s. 6d. per share.

COMMITTEE OF MANAGEMENT.
Joseph Brown, Esq., Director of the Trent Valley Continuation and Holyhead Junction Railway.
John Morse Chippell, Esq., Wargrave, Henley-on-Thames.
Major Robert Cooper, Esq., Director of the Trent Valley Continuation and Holyhead Junction Railway.
Captain Fisher, Junior United Service Club, London, Director of the Manchester and Birmingham Continuation and Welsh Junction Railway.
Frederick James Hall, Esq., Torrington-square and Lincoln's Inn.
Sweeney Jervis, Esq., Chairman of the Dias, Beccles and Yarmouth Railway, and Director of the Armagh and Coleraine Railway.
Thomas Kelly, Esq., Alderman of the City of London.
Stephen Lewis, Esq., Director of the South Wales Railway.
Thomas Hammond T. oke, Esq., Blackheath.
John Wheeler, Esq., late Sheriff of London and Middlesex, Director of the Barnstaple and Taft Vale Railway.
Colonel Robert Douglas, R.A., Senior United Service Club.
(With power to add to their number.)

BANKERS. The London and County Joint-Stock Bank; and Messrs. Rogers, Olding, and Co., Clement's lane.
Bideford and Torrington—The National Provincial Bank of England; and the Agricultural and Commercial Bank.
Barnstaple—The West of England Bank.
Okehampton—The National Provincial Bank of England.
Tavistock—Messrs. Gill and Rundle; and the Devon and Cornwall Bank.

ENGINEERS. Messrs. Rice and Thomas Hopkins, Members of the Institution of Civil Engineers.
Solicitor—Hull Tertell, Esq., 30, Basinghall street, London.

LOCAL AGENTS.
Messrs. Bard and Son, Okehampton; Henry Hawkes, Esq., Okehampton; James Rooker, Esq., Bideford; Messrs. Brimman and S. obell, Tavistock.
Secretary pro tem.—Charles Goodwin Baeman, Esq.

The objects of this undertaking are to unite the Bristol with the English Channel, and to afford a direct, speedy, and cheap communication between the three centres of population in Devonshire—viz., of Bideford and Barnstaple, with their neighbourhood, containing 40,000 inhabitants, on the north; of Plymouth and Devonport, including in their environs, 100,000 people, on the south; and of Exeter, with its suburbs numbering 50,000 residents, on the east; and to supply to the inhabitants of the districts through which the lines of railway will pass the advantages of nature, coal, and general merchandise, at an immense reduction of cost, and the means of conveying their agricultural produce, timber, and other goods to the best markets. The railway is intended to commence at the town and port of Bideford, and to proceed by the town of Okehampton to the borough of Tavistock, where it is to communicate with the branch of the South Devon Railway, which is to be made from Plymouth, and for which a Bill is now before Parliament. A branch will connect the populous and flourishing borough of Barnstaple with the main line, and another branch will pass from the main line through Bow, and join the Exeter and Crediton Line at Crediton. The length of the main line will be about forty-two miles, and of the branches about twenty-three miles—making together sixty-five miles. Estimates of the traffic have been prepared by competent parties, and the result is, that, after allowing a deduction of 40 per cent. for the working expenses, the net returns are calculated to amount to more than 6 per cent. per annum on the required capital, without taking into account several future sources of income which the railway will create.

The great importance of this railway to the landholders and general population in the central parts of the county through which the line will pass, will appear from the fact, that the price of land will be raised to the extent of 40 per cent., and of coal 50 per cent. The local population which would be benefited by the construction of this railway exceeds 300,000 persons.

The country through which this line of railway will pass is peculiarly eligible in an engineering point of view for its construction.

The landowners on the line are extremely favourable to the project and are anxious to have a railway communication opened, which is calculated so materially

to benefit their estates—many of them have already signified their intentions of becoming shareholders in this company. In the allotment of the shares, preference will, of course, be given to parties who have a local interest in the undertaking. Power is intended to be reserved in the Act of Parliament, which is to be obtained for making this railway, to allow interest on the deposits and calls paid on the shares, at the rate of 4 per cent. per annum, until the opening of the whole line.

No subscriber will be liable beyond the amount of his shares. This being a county line, it has been resolved that not less than 6000 shares of the company should be distributed amongst applicants who are shareholders of the following lines—viz., the Bristol and Exeter, 2500; the South Devon, 2500; the Exeter and Crediton, 750; and the Barnstaple and Taft Vale, 250.

The proprietors in the above lines wishing for shares in the Bideford and Tavistock Railway, must produce their shares, or scrip certificates, to the solicitor in London at the time of making application for shares, or send to him, along with the letter of application, the certificate of some respectable solicitor that the applicant is a holder of the shares on which he founds his application, which certificate will state the number of the shares or scrip certificates held.

The amount of shares already applied for having nearly exceeded three times the number which the committee will have to allot to the public, the time within which applications for shares may be made will shortly be limited.

The prospectus and the form of application for shares may be obtained from the solicitor, local agents, or secretary. Applications for shares to be forwarded to the solicitor, 30, Basinghall-street, London.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the Bideford and Tavistock Railway Company. Gentlemen,—I request that you will allot to me shares in the above company; and I hereby undertake to accept the same, or such less number as may be allotted to me, and to pay the deposit thereon; and also to execute the Parliamentary contract and subscribers' agreement, when called upon so to do.

Dated this day of 1845.
Name (in full)
Residence
Trade or profession (if any)
Reference

GALWAY AND BELFAST JUNCTION RAILWAY
COMPANY.

Capital £1,000,000, in 20,000 shares, of £50 each.—Deposit £2 10s. per share.

PROVISIONALLY REGISTERED.

PROVISIONAL COMMITTEE.
Lord Rossmore.
Martin Joseph Blake, Esq., M.P. for Galway.
Thomas Wylie, Esq., M.P. for Waterford.
P. S. Butler, Esq., M.P.
John James Bodkin, Esq., M.P. Galway County, 41, Piccadilly.
Sir Henry Webb, Bart., Pall-mall.
The Very Rev. Henry Roper, D.D., Rector of Clones.
The Rev. Charles Welsh, Clones.

Major White, director of the Belfast, Dublin, and Coleraine Railway.
James Bland, Esq., New Broad-street, London.
Robert Riddell, Esq., Bryanton-square, London.
F. W. Hamilton, Esq., Gloucester-place, Portman-square.
Robt. Forster, Esq., R.N., director of the Cork and Bandon Railway.
Wm. Gabbett Beare, Esq., Porchester-place, Connaught-square.
Captain Ommann, R.N., Upper Wimpole-street.
Henry Lewis, Esq., Montagu-street, Montagu-square.
Thomas Bermingham, Esq., 16, Titchfield-terrace, Regent's-park.

(With power to add to their number.)
Consulting Engineer—Sir John Rennie, F.R.S.
Acting Engineers—Messrs. Leahy, M.I.C.E.L.
Solicitors—Messrs. Johnston, Farquhar, and Leech, London.

Parliamentary Agents—Messrs. George and T. W. Webster, Great George street.
Secretary—Marcus Lewis Hill, Esq.

BANKERS. The Union Bank of London; the National Bank of Ireland; the Provincial Bank of Ireland; the Edinburgh and Glasgow Bank at Edinburgh and Glasgow; the Liverpool Bank, Liverpool; the Manchester and Salford Bank, Manchester.
The object of this line is to connect the important ports of Galway and Belfast, and to transact the midland counties of Ireland.

Commencing at Galway, the line will pass through or near the following important places:—Tuam, Castleblaney, Mount Talbot, Athleague, Roscommon, Lanesborough, Longford, Newton Forbes, Elphin, Carrick-on-Shannon, Beltrubet, and Clones, where it will form a junction with the Newry and Enniskillen Railway—thus forming a direct communication between the ports of Galway and Belfast, and will at the same time afford, in connection with other lines, accommodation to the counties of Limerick, Clare, Galway, Mayo, Roscommon, Longford, Leitrim, Fermanagh, Cavan, Monaghan, Londonderry, Antrim, Armagh, and Down, and passing by or near to the Arigna Iron Mines, and the great coal and limestone fields in Connaught, it will essentially promote the agricultural and commercial interests of those places. It will also complete an important chain of railway communication between the port of Galway, in the west (one of the most capacious in the United Kingdom, and which must ere long become a packet station for steamers to and from America, &c.), and the port of Belfast in the north east, where there are constantly steam-packets proceeding to Glasgow and the ports on the western coast of Scotland, and which will be brought into cheap and rapid communication with each other. It is to be observed, that, whilst almost every other line of railway hitherto projected diverges from Dublin, no line is as yet proposed which intersects the inland counties. By crossing, as it will, other main lines, it will be a feeder to them, and it will in return receive from them considerable amount of traffic in passengers and merchandise.

A preliminary survey of the district is being made—the line will pass for nearly the entire length through the table land of Ireland, so that the gradients are particularly favourable; there will, moreover, be no tunnelling nor any engineering work of difficulty.

From the estimates which have been made, it is confidently expected that a return of 10 per cent. on the capital will be realised.

The Act of Incorporation will limit the liability of the shareholders to the amount of shares which they may take.

Application for shares to be addressed to the committee, at the company's offices, 65, Moorgate-street, London, or to the under-mentioned brokers:—Mr. Anthony Laurie, Liverpool; Mr. May, Liverpool; Messrs. Brady and Staithford, Manchester; Hull; Mr. S. Grindrod, Manchester; Messrs. Cardwell and Co., Manchester; Messrs. Watson and Co., Leeds; Messrs. E. King and Co., Leeds; Mr. Luke Arnold, Bristol; Mr. George Edwards, Bristol; Mr. Robert Allan, Edinburgh; Messrs. McEwen and Auld, Glasgow; Mr. Andrew Brand, Glasgow; Mr. William Brand, Aberdeen; Boyle, Low, Pim, and Co., Dublin; and Bruce and Symes, Dublin—of whom prospectuses may be had.

FORM OF APPLICATION FOR SHARES.
To the Directors of the Galway and Belfast Junction Railway.
Gentlemen,—I request that you will allot me shares, of £50 each, in the proposed Galway and Belfast Junction Railway, and I undertake to pay the deposit and sign the necessary deeds.—Dated this day of 1845.

Name
Residence
Trade or profession
Reference

LONDONDERRY AND COLERAINE RAILWAY.

To the Right Honourable and Honourable the Knights, Citizens, and Burgesses of the United Kingdom of Great Britain and Ireland, in Parliament assembled. The Petition of the undersigned Landed Proprietors, Merchants, and Inhabitants of Newtownlimavady and surrounding district, sheweth,

That your petitioners have heard, with much concern, that a bill for making a railroad, called the Londonderry and Coleraine Railroad, is now before your honourable House. Petitioners had hoped that the promoters of it would not have proceeded further, after the report made by the Board of Trade, who have expressed their strong and unequivocal condemnation of it, as a line of public utility.

Your petitioners, from their local knowledge, can verify every statement in that report, and hence their testimony to the justness of all the observations made, respecting the proposed line, and to which report your petitioners beg leave to refer.

That said project proposes to reclaim the bed and strand of the sea, on the eastern side of Lough Foyle, which, for a great part, lies below the level of the Atlantic Ocean, at low water; is always covered with water; and, where the bank is proposed to be made, in some places of considerable depth. It also proposes to make a railway from Londonderry to Coleraine, along the proposed banks of said intended railway, with a branch to Newtownlimavady; which railway will pass for nine miles through Lough Foyle, having the Channel of the Lough and the sea on one side, and the contemplated reclaimed slob on the other; consequently, to a great extent, shutting out the county of Derry, and depriving the intermediate post towns, villages, as well as the fertile and thickly inhabited country, from any communication in future by railway, and destroying all benefits derived from the present connection of those towns and country with Lough Foyle, in the importation of timber, coals, slates, &c., &c., and in the exportation of the produce of the country. It will be particularly injurious to Newtownlimavady, by removing the present thoroughfare, and detaching the districts of Myroe and Magilligan from its markets.

Your petitioners would remark, that there exists a water communication from Londonderry to Portrush and Coleraine, close by, and parallel with, the proposed railway, by which goods can, at present, be conveniently and cheaply carried, and which must render the proposed railway an unprofitable speculation, and only useful to those having an interest in reclaiming the slob, if they can apply the funds for the intended railway to that purpose.

Petitioners would urge on your honourable House, that this railway scheme, if sanctioned, must be unproductive to shareholders—from the costly nature of the works of banking out the Lough and the Atlantic—the expense of tunnelling—the great length of railway to be maintained—and the smallness of the traffic between Londonderry and Coleraine, each of said towns having its own support, with their respective steamers, and but little communication with each other. It will also prevent an inland line being brought forward, which is already partly surveyed, to run direct between Londonderry and Newtownlimavady, passing near to the post towns of Mull and Ballykelly, and through a thickly-inhabited and fertile country, which, from the level nature of the ground through which the line would pass, can be made at very small expense, and be of great public utility to this town and the county of Londonderry.

Petitioners beg also to state, that application has been made to the Board of Public Works of Ireland, to form a communication with Lough Foyle, by strengthening the Channel of the River Roe, and making a line of navigation from said Lough to the Channel of the River Roe, under the General Drainage Act of 7th of George IV., and 8th and 6th of Victoria; and that a considerable sum of money has been subscribed to said Board of Public Works, for surveys and sections of the country through which the intended navigation is proposed to be made, and is at present under consideration, and which the proposed railway would totally cut off.

Petitioners have heard, with much satisfaction, that your honourable House have resolved to appoint a commission to inquire into the different railway schemes, with a view of preventing persons embarking their property in unproductive and wild speculations; and petitioners respectfully pray your honourable House to take this petition into consideration, and also counsel to be heard against the bill for the proposed railway through the slob of Lough Foyle.

And petitioners, as in duty bound, will ever pray.